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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. JANUARY, 1927 No. 3

New Half-hourly Trains Double Service

ANOTHER step in the South Shore Line policy of providing the finest, most convenient and best high speed electrically operated service possible was taken December 19 when express trains between Chicago and Gary began operation, providing a train every half hour during the day between those two cities and principal intermediate points, such as Hegewich, Hammond, East Chicago, Calumet, Cudahy and Ambridge Avenue, Buchanan Street and Broadway, Gary.

In addition a new train leaving Chicago at 2:45 a. m. for South Bend and a train leaving South Bend at 8 p. m. for Chicago were also added.

The South Shore Line now operates 69 trains daily. There is a train every half hour between Chicago and Gary between 5 a. m. and 7 p. m., then hourly trains at 8, 9, 10 and 11 p. m., 12 midnight and 2:45 a. m.

Service Nearly Doubled

Limited trains to South Bend leave every hour between 5 a. m. and 6 p. m., then 8 and 10 p. m., 12 midnight and 2:45 a. m. There is a local train to South Bend, leaving Chicago at 11:30 a. m.

Trains leave South Bend for Chicago every hour from 5 a. m. to 9 p. m., the last train leaving at 11 p. m. Gary to Chicago trains leave Gary every half hour between 5:30 a. m. and 7:30 p. m., then at 8:30, 9:30, 10:30, 11:30 p. m. and 12:30 a. m.

The added trains nearly double the service formerly given between Gary and Chicago and have proved popular with South Shore Line patrons since their inception. They were added to the schedule in order that adequate and convenient service might be provided to the communities.

Schedules Convenient

Under the new schedule a train is almost always ready for the traveler when he is ready to take it. Fast, frequent service is one of the most valuable attributes of railroad service from the standpoint of the traveler and it is the South Shore Line's aim to provide such service.

Motor coach schedules on the line between the South Shore Line station and downtown Hammond were rearranged to care for the new rail schedules and all trains are met.

PARLOR AND DINING CARS TO BE DELIVERED SOON

Reports from the Pullman Car and Manufacturing Corporation, where the parlor-observation and dining cars soon to be placed in service on the South Shore Line are being built, are to the effect that the cars will be delivered to the railroad late this month.

The cars are being given their finishing touches by the Pullman company and following their delivery must be tried out in road tests and inspected by South Shore Line engineers of equipment before being placed in service.

Among the new features of this de luxe equipment are six-wheel trucks, providing easier riding, glass inclosed observation platforms, and buffet service in the observation cars. The cars will be of steel with ornamental wood finish on the interior.

The dining cars will provide patrons of the railroad with service at meal times, and the parlor cars with observation car service in the mid-morning and mid-afternoon.

GLEE CLUB TAKES COACH TRIP

Members of the Chicago Y. M. C. A. College Glee Club were taken on a 600-mile tour in a Shore Line motor coach during the holiday week, the club giving concerts at Joliet, Moline and Cherryville, Ill., and Cedar Rapids, Iowa. A letter has been received from the club praising the coach service and the courtesy of Roscoe Rogers, the coach operator.

...tor coaches, when chartered, ...table means of travel for ... the added advantage of ... the party together.

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Traffic Heavy Over Holidays

The greatest holiday season in the twenty-five years of South Shore Line history, from a traffic standpoint, was experienced last month. The above photograph shows crowds at the Michigan City station December 24, boarding a westbound train. In front of the station are three Shore Line motor coaches, also heavily loaded. The New Year's holiday brought nearly as heavy travel.

REDUCED RATE ON COACHES POPULAR OVER HOLIDAYS

Hundreds of persons have taken advantage of the special holiday excursion rate of a one-way fare for a round trip on the coaches of the Shore Line Motor Coach Company serving Michigan points.

The travel on the coaches was especially heavy before the Christmas and New Year holidays. On one trip alone eight coaches were necessary to handle the holiday crowds.

The option of riding between Michigan City and Chicago on the South Shore Line, which is available to Shore Line coach riders, proved popular with the travelers, more than half of them availing themselves of this privilege.

Several parlor coaches of a new type have been purchased by the coach company and added to its fleet to provide for the increased service on the Michigan line to Grand Rapids and Muskegon.

SOUTH SHORE MAN NEW PASSENGER CLUB HEAD

R. E. Jamieson, district passenger agent of the South Shore Line, was honored with the presidency of the Chicago Passenger Club, at the annual meeting of that organization last month.

The club consists of railroad and steamship company employes engaged in the sale or solicitation of passenger business, together with associate members from the general offices of railroads, steamship companies and tourists and travel agencies in the city. There were approximately 300 members present at the annual meeting.

Mr. Jamieson had been in charge of the South Bend passenger department of the South Shore Line, having been transferred to Chicago a short time ago. He began railroading with the Grand Trunk at London, Ont., in 1911. At the time he entered the employ of the South Shore Line he was in the passenger department of the Canadian Pacific Railroad.

HAMMOND SKI CLUB PLANS FIRST MEET JANUARY 30

The first ski meet of a series of three to be held this winter by the Lake Hills Ski club, will take place at the Lake Hills Country Club, near Hammond, Ind., on Sunday, January 30.

Among the well known ski-jumpers who will compete at the meet are Carlyle Lindholm and Barney Reilly. Wade Pettit, William Schillo and A. D. Snodgrass, of Hammond, directors of the ski club, announce that they will have representation from among the best ski riders in the country.

Special motor coach service will be operated to the club on the day of the meet, connecting with all South Shore Line trains at the Hammond station.

Appreciation of Good Service

Many letters are being received by the South Shore Line in appreciation of courtesy and good service rendered patrons of this railroad by its employes, who are rapidly becoming known for this attribute.

South Shore Line employes do everything within their power to make the patrons' ride a pleasant one. They are human and it makes them feel good when occasionally they get a letter thanking them for their efforts.

Some of these letters, together with several commenting on South Shore Line posters, are below.

Service on Football Special, Gary to South Bend, Pleases

The following letter commenting on the service on a special train which took the Emerson High School football team of Gary, to South Bend was recently received by F. W. Shappert, assistant to the vice president:

Dear Sir:

I would like to thank the South Shore Line for the fine service given us on the special train November 20, to South Bend and return. We also appreciate the personal attention that Mr. Jamieson of South Bend gave us.

Sincerely yours,
R. E. Brasaemle.

Mr. Brasaemle is athletic director of Emerson. His team was victorious and have laid claim to the championship as a result.

Principal, Teacher, Praise South Shore Line Posters

Two letters thanking the company for posters furnished schools for use in art classes follow:

A few days ago we received two striking posters through your kindness. The Principal and art teachers are glad to have such posters displayed to their students.

Very truly yours,
C. C. Willard.

Mr. Willard is principal of the Wendell Phillips Senior High School, Chicago.

The posters were received and gave great pleasure to our pupils. We think they are lovely. So many thanks.

Very truly yours,
Jane Howard O'Brien.

The South Shore Line has made many friends through the attractive posters which are displayed each month at its stations.

Courteous Service of Agent Praised by Church Worker

The following letter commending the courtesy of Agent G. O. Sesline at South Bend, was recently received by J. K. Gray, general superintendent:

My Dear Sir:

On several occasions while seeking information, or buying tickets at your office at South Bend, Indiana, I received such gracious and intelligent service and treatment that I want to make acknowledgment of it to you.

Upon my own inquiry I learned that your representative's name is G. O. Sesline, he being the night agent who waited on me. No one could have rendered more helpful service than Mr. Sesline.

Respectfully yours,
F. W. Mueller.

Mr. Mueller is associated with the department of church extension of the Board of Home Missions and Church Extension of the Methodist Episcopal Church, Philadelphia, Pa.

Lost Watch Chain Returned; Patron Grateful to Trainman

The following letter of thanks has been received by Thomas G. Hamilton, assistant general manager:

I wish to commend A. L. Mercier, a collector on one of the trains running from Michigan City to Chicago, Thanksgiving evening. My small son dropped my watch chain and charm back of the heating pipes where it was impossible to reach them.

I left my name and address with Mr. Mercier and a couple of days later received my chain in the mail. His courtesy, service and honesty is greatly appreciated and I believe that you will be glad to know that you have such a man in your employment.

Sincerely yours,
J. Q. Adams.

Mr. Adams is in the contract department of the Wieboldt stores in Chicago.

Presenting Percy

Percy Percival—That was the most unkindest cut of all, as the poet says.

Percy Penelope—What was that?

Percival—I showed her one of my boyhood pictures with my father holding me on his knee, and she said, "My, who is the ventriloquist?"

—*Youngstown Telegram.*

Studebaker One of Industry Leaders

AMONG the leaders of the group of industries which have leaped into the lead in volume of sales and invested capital during the past generation, among which are the moving picture, and more lately the radio industries, is the manufacture of automobiles.

Within the ken of almost everyone is the furor created when the first "horseless carriage" noised its way down the main street. The history of this industry with its many changes of policy and rapid advancement is well known. The United States leads the world in automobile production and has more cars per capita than any other country. Today there are more automobiles in use in the United States than there are telephones.

One of the leaders in this world leading industry is The Studebaker Corporation with factories at South Bend, Detroit and Walkerville, Canada. The South Bend factory is open to the public and twice daily guides escort visitors through the maze of machines and workmen who build the Studebaker automobiles.

Make Their Own Parts

A representative of this publication recently made the trip through the Studebaker factories at South Bend viewing the various stages in the manufacture of a Studebaker car.

There are two automobile companies in the United States which make all of the following parts in their own factories; motors, bodies, clutches, springs, axles, gear sets, differentials, steering gears, drop forgings and gray iron castings. One of these two is the Studebaker company, which enables them to make a higher class car at a cheaper price than any one in their field, according to their representatives.

This policy is known in the Studebaker company as the "One profit" policy, the profits of other companies which might furnish the various parts being eliminated and the car being built as a complete unit in one plant.

On the tour through the factory the first department visited is the foundry where the many shaped castings of the automobile are made. A special composition sand is used and the moulds are baked from 5 to 7 hours before being used.

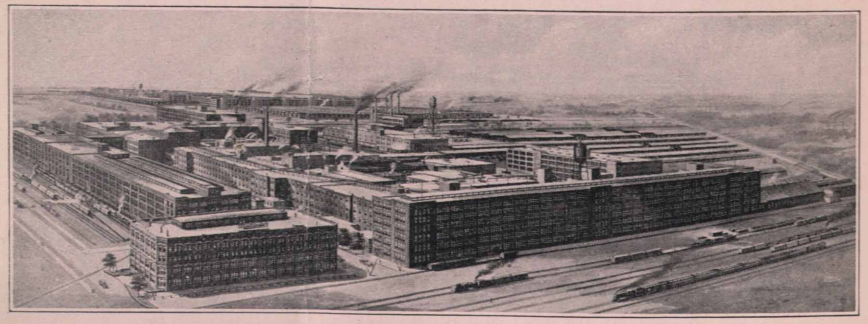
Machines Save Labor

One of the new methods used in this department is a large machine which blows the sand into the moulds by air pressure, eliminating labor of joggling the wooden moulds and pressing the sand into a compact mass. This is one example of the efficiency of the plant whereby labor and money in manufacture are saved.

In the gray iron casting department four large cupolas for melting the iron are in use. From the cupola the molten iron is carried in large overhead buckets to the sand moulds which form the finished casting. The casting department has a capacity of turning out parts enough for 1,000 automobiles per day.

The next step in the process which we were shown was the forge shop, a mammoth room housing giant steam hammers and glowing heat treating ovens. Forging of the crank shafts, camshafts, axles, and many other miscellaneous parts takes place in this shop. Heat treating, insuring hardness of a great degree in many of the parts, follows the forging of many of them.

Many wonderful machines have been developed to do their part in making the automobile. A crank shaft is fashioned from glowing steel in two forging operations.



A general view of the Studebaker plant at South Bend

The five Studebaker brothers who founded the Company.

Devices Protect Workers

Ingenious safety devices have been installed on many of the stamping machines, where the hazard may be great to the operator. The operator's arms are attached to straps which, when the machine is tripped, will pull his hands away from danger.

Employes are trained in safety measures and first aid stations are maintained throughout the plant.

In the foundry and stamping departments the floors are clean of all scrap metal, as special means are provided for its disposal. Bluish daylight lighting is used throughout the plant and special underground trucking provides clean aisles.

The Studebaker machine shop, covering acres and acres of floor space, presents a maze of animated iron and steel performing with human-like ability some of the delicate tasks required in the securing watch-like precision of the parts of the automobile.

Automatic gear cutters trim out the steel teeth of various shaped gears. Cylinders are bored automatically to a fine degree. Many of the parts must pass tests which make necessary an accuracy of one-half-thousandth of an inch. Studebaker plants employ 1,200 skilled inspectors who make 96,000 separate inspections on the three models of Studebaker cars from the time the raw material enters the plant until the time the car is finished.

Crankshaft Fully Machined

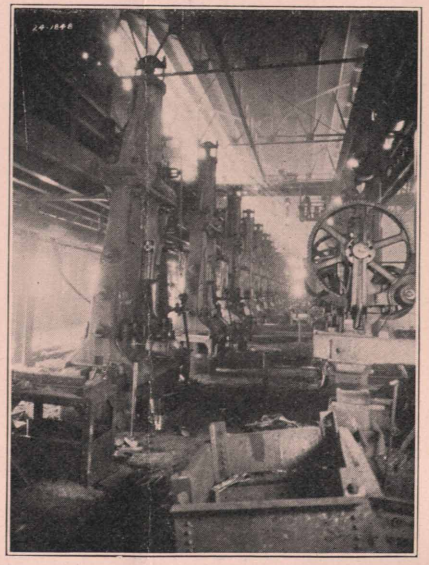
In the machine shop the Studebaker crankshaft is completely machined on all surfaces, a feature which is usually found only in the highest priced cars. It costs the company $600,000 a year extra to perform the extra machining.

From the machine shop we pass to the engine assembly department, where the motor of the automobile begins to take the shape known to the layman. The cylinder block is laid on a moving belt, passing various workmen each skilled in the assembling of some certain part of the motor. As the cylinder block passes it receives additional parts, until when it reaches the end of the belt it is ready to run.

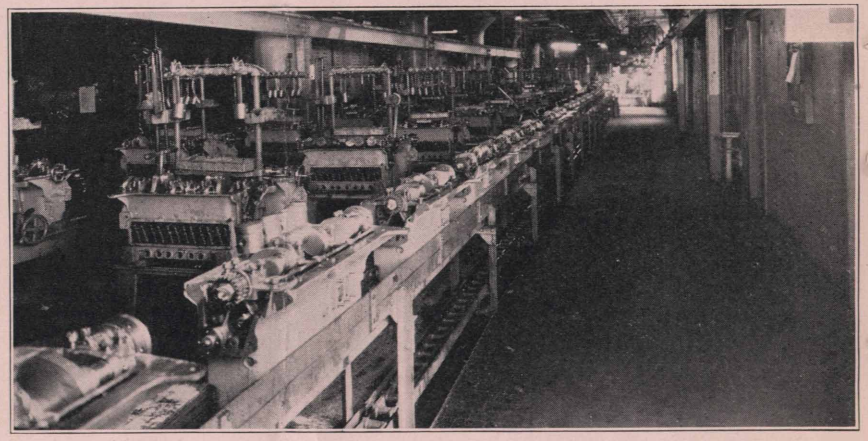
An interesting feature of Studebaker engine assembly is the testing of all parts, pistons, valves, etc., for size before they are put in the motor. These parts are then numbered to correspond to numbers on the cylinder block and each has its special place.

Make All Bodies

The assembled engine is first placed on a table where it is operated for a considerable length of time by an electric motor, in order that it may be "broken in" before started under its own power. Following this operation it is moved to another block where gas, oil and water are supplied and it is "cranked up" and run on a test, continual attention being paid it for any foreign noise, until it is given a final inspection and passed.



A view of the long row of massive steam hammers in the Studebaker plant.



The Studebaker motors are here being assembled.

Another branch of the Studebaker factory at South Bend, which is the largest of the Studebaker plants, is the body manufacturing department. Because of its inaccessibility from the other parts of the plant, visitors are not taken through this branch of the factory on the regular tour.

From the motor assembly department we were taken to view the final stages of the making of the car, its assembly. A larger moving platform is used in this process. Four uprights and a large boxlike structure holding the various parts of the car with the exception of the motor and body, are placed at intervals on this moving platform.

Given Final Tests

The frame of the car is first placed on the four uprights of the platform and bolted together. Shortly after the motor is lowered into place through an opening in the ceiling. The steering gear and wheels are added and a short time later a body is lowered into place through the ceiling. Fenders, bumpers, lights, and various other parts are then added and as the car reaches the end of the moving platform a workman seats himself at the wheel and drives it to a final testing department.

In this department the rear wheels of the car are placed on idlers and the engine set at what would be a speed of between 15 and 20 miles an hour. Skilled automobile mechanics then give the car its final inspection and it is ready for shipment.

Studebaker is a large exporter of automobiles. All cars which are to be exported are partially dismantled and placed in a wooden case, bearing the name of the automobile and the consignee. In these boxes cars are shipped by rail to the seaboard and then taken aboard ship for their journey to foreign countries.

Company Sound Financially

Cars of each model made by the Studebaker company are taken at random from the factory each day and sent to the company's million dollar proving ground, near South Bend, where rigid road tests are given them. Mud, sand, hills, and every known form of road condition are used in these proving ground tests.

During the past fourteen years 53 per cent of Studebaker earnings have gone back into the factories. They now represent an investment of $100,000,000 without bonded indebtedness or bank loans. The factories have nearly ten million square feet of floor space.

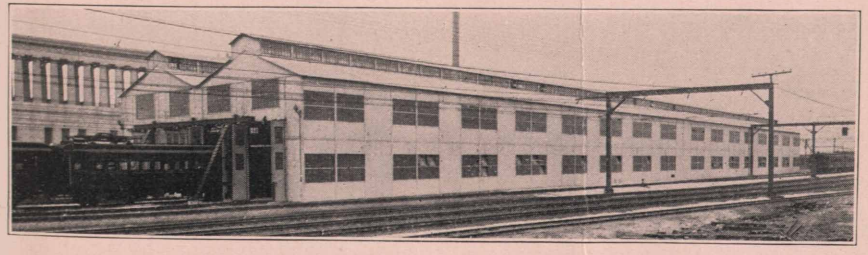
During the world war the Studebaker company aided the cause of the United States through the manufacture of gun carriages, tanks, munitions and various other instruments of war, expending millions of dollars on the equipment necessary to make these articles. A museum of many of these objects, together with other historical Studebaker products is maintained on the first floor of the South Bend building.

The Studebaker company was formed 75 years ago and before the automobile era was engaged in the manufacture of buggies and wagons. Five brothers were the originators of the company. The wagon business survived until about 7 years ago when the last Studebaker wagon was built. This company was one of the first manufacturers of automobiles. It recently added to its line the Erskine Six, a new 2⅓ litre European type car, which sells for less than $1,000.

Employes Have Merry Christmas

The above photograph was taken at the Casino Gardens, Michigan City, on December 20 during the big Christmas party held by the South Shore Line for its employes. Every employe and all members of his family were invited to the holiday party. Santa Claus was there in person and distributed gifts to the youngsters and dancing and entertainment was provided for their elders. A sparkling Christmas tree and other Christmas decorations decked the hall. The South Shore Line plans to make this Christmas gathering of its employes an annual affair as a result of the enjoyment shown by those who attended.

Steel Houses Auxiliary Shops



A factor in the service of the South Shore Line is the all metal building of the Illinois Central Railroad at Sixteenth street, Chicago. In this building the South Shore Line cars are inspected, cleaned, greased and oiled before each trip out of the terminal.

The building is used as an auxiliary shop. Inspection pits and other adjuncts make possible the making of small repairs to cars, if found necessary. The South Shore Line is allowed to use a certain amount of space in the building under its contract with the Illinois Central railroad.

The construction of the building is interesting as it is of metal and the contract for its construction was held by the Stefco Steel Company, of Michigan City. The Stefco factory at Michigan City manufactures ready-built steel buildings of designs similar to the Illinois Central building, a type of structure that is increasing in popularity because of its fireproof nature, the fact that they can be erected at short notice, and other advantages.

The Illinois Central building is the most complete building of its kind ever erected and one of the largest, as well. It is insulated on the interior with celotex, painted white, and presents a neat appearance. The building is 480 feet long, 76 feet wide and extends 28 feet to the eaves, and is comfortably heated in the winter.

JANUARY POSTER

WINTER SPORTS
in the DUNES
by
SOUTH·SHORE·LINE
trains from Chicago operated over Illinois Central Railroad from Randolph,
and Auten, 12th, 53rd and 63rd St. stations and Kensington.

Ideal conditions prevail in the Dunes region for lovers of winter sports and outings. The slopes of the sand hills provide spots for tobogganing, skiing and hiking unsurpassed in the surrounding territory.

The thrills of tobogganing are depicted in the January poster of the South Shore Line, reproduced above. The figures are descending a hillside on their sled with mufflers flying.

The South Shore station at Tremont, gateway to Indiana Dunes Park, is kept open this winter for the accommodation of lovers of the outdoors who wish to visit the Dunes during the winter months.

On another page of this issue several letters in praise of these attractive posters of the South Shore Line are printed. The posters appear each month at South Shore Line stations and on the elevated station platforms of the Chicago Rapid Transit Company.

Colored Mammy: "Ah wants a ticket for Florence."

Ticket Agent (after ten minutes looking through railway guide): "Where is Florence, madam?"

Mammy: "Setting over dar on de bench, suh."

Britton I. Budd Letter Tells Service Standard

Although the following letter was not written for publication, it having been sent as a holiday message to all South Shore Line employes, it is being reprinted because of the manner in which it epitomizes the principles of the service of this railroad.

To Fellow Employes of the South Shore Line:

At this season, when it is customary to exchange messages of good will, it gives me pleasure to write this note, which I hope you will consider entirely personal.

The Year 1926 saw vast improvement in the facilities of our Company and during the coming year we have in mind making still further development. Each dollar that has been invested has meant the creation of better "tools" with which to work; has meant that it is possible to enlarge the business the public may do with us and thereby assure to each of us continuity of employment and opportunities for advancement such as affect the individual prosperity of each of us, as well as our families.

We could not expect investors to provide the management with the money for better track, equipment and the many things that go to make a superior property, if we in return did not put the property to its greatest possible use—the rendering of the most expert, courteous and conscientious service to the public that is humanly possible. If we do that we are keeping faith with both the owners of the property—the investors—and the public, whom we as an organization have obligated ourselves to serve well.

We want to maintain a reputation for high class service. We want our customers to feel that we are giving them something more than just "a ride"; that the hearts and souls of all of us are in our job; that we each take great pride in our Company and in the privilege to serve that is given us.

I look forward to the coming year with confidence, certain that to every man and woman imbued with the spirit of cooperation and of service it will mean a prosperous and happy one.

Britton I. Budd,
President.

South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. FEBRUARY-MARCH No. 4-5

Parlor-Observation and Dining Car Service Is Now Reality

Interior of one of the new South Shore Line parlor-observation cars. Other parlor car and dining car pictures on Pages 4 and 5.

INAUGURATION of parlor cars and dining cars on the South Shore Line on February 20 made available service of this type for patrons of the railroad unexcelled anywhere in the United States.

Ten trains daily between Chicago and South Bend now carry either parlor-lining cars. The cars are the finest of their type ever built, com-s, beautiful, and the cuisine is of the highest grade.
ains leave each terminal city at 7 a. m., 12 noon, and 5 p.m.

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Schedule of Dining and Parlor Observation Car Trains

	Fort Dearborn Limited✲	Grant Park Limited†	Illinois Limited✲	Randolph Limited✲	Garden City Limited✲
	AM	AM	Noon	PM	PM
Lv South Bend	7:00	10:00	**12:00**	**3:00**	**5:00**
Lv New Carlisle	f7:23	f10:23	**f12:23**	**f3:23**	**f5:23**
Lv Michigan City	7:51	10:51	**12:51**	**3:51**	**5:51**
Lv Tremont	f8:06	f11:06	**f1:06**	**f4:06**	**f6:06**
(Gateway to Indiana Dunes State Park)					
Lv Gary	8:30	11:30	**1:30**	**4:30**	**6:30**
Lv East Chicago	8:45	11:45	**1:45**	**4:45**	**6:45**
Lv Hammond	8:51	11:51	**1:51**	**4:51**	**6:51**
Ar Randolph Street	9:30	**12:30**	**2:30**	**5:30**	**7:30**
(Downtown Chicago)	AM	PM	PM	PM	PM

	Notre Dame Limited✲	Duneland Limited†	Indiana Limited✲	Marquette Limited†	St. Joe Valley Limited✲
	AM	AM	Noon	PM	PM
Lv Downtown Chicago	7:00	10:00	**12:00**	**3:00**	**5:00**
(Randolph Street)					
Lv Hammond	7:35	10:35	**12:35**	**3:35**	**5:35**
Lv East Chicago	7:41	10:41	**12:41**	**3:41**	**5:41**
Lv Gary	8:00	11:00	**1:00**	**4:00**	**6:00**
Lv Tremont	f8:21	f11:21	**f1:21**	**f4:21**	**f6:21**
(Gateway to Indiana Dunes State Park)					
Lv Michigan City	8:37	11:37	**1:37**	**4:37**	**6:37**
Lv New Carlisle	f9:07	**f12:07**	**f2:07**	**f5:07**	**f7:07**
Ar South Bend	9:33	**12:33**	**2:33**	**5:33**	**7:33**
	AM	PM	PM	PM	PM

AM figures in light face type; **PM figures in bold face type.**
f—Stops on signal to receive and discharge passengers.
In Chicago, all trains stop at Van Buren, Roosevelt Road, Fifty-third, and Sixty-third street, and Kensington, South Shore Line-Illinois Central Suburban Stations. ✲Dining Car. †Parlor Car.

and parlor-observation car trains at 10 a. m. and 3 p. m. stopping at Hammond, East Chicago, Gary, and Michigan City and at Tremont, Gateway to Dunes State Park, and New Carlisle, on signal to pick up or discharge passengers.

The dining and sun-parlor observation cars are used in the new service, representing an investment of approximately $200,000. They were built by the Pullman Car and Manufacturing Corporation and are of the latest design for this type of railroad equipment.

Both types of cars have two six wheel trucks each, insuring the utmost in smooth, comfortable riding. They also have two kinds of heating equipment—hot water and automatically controlled electric—and are of steel construction. They are built without motors, being drawn by the regular motor passenger cars of the South Shore Line.

Have Large Kitchens

The dining cars have a large size Pullman kitchen, complete with several refrigerators, cupboards, linen and silver closets, a hard coal range and charcoal broilers. They will accommodate twenty-four persons at one sitting with tables for four on one side of the dining room and for two on the opposite side.

Linens, silverware and china are of the finest type obtainable and the food especially chosen and prepared by the South Shore Line's own commissary department. The chefs, waiters and stewards have been chosen from hundreds of applicants and all have had many years of experience in dining car service.

Although the standards of the food used in the dining cars are of the highest, it will be found that costs of meals on these cars are appreciably lower than other similar service.

The dining room of the cars is finished in restful shades of gray lacquer with simple period designs as decorations. A deep carpet, in harmonious colors, covers the floors.

Parlors Seat Twenty-one

The parlor cars provide luxurious chairs for twenty-one persons in the two main parlor compartments at each end of the cars. A smoking room for men and a beautifully appointed ladies' lounge provide additional seating space, together with a glass inclosed sun parlor observation platform on each end.

Walnut furniture, upholstered in French blue mohair velvet, a writing desk, a magazine stand and improved ceiling fans complete the furnishings of the main parlor compartments. The floors are covered with thick carpets.

A buffet kitchen forms part of the equipment of the parlor cars, providing means of serving light lunches, coffee and cold drinks and cigars and cigarettes. An attendant is in charge of the kitchenette and serves the luncheons.

Ladies' Lounge Luxurious

The ladies' lounge is furnished with a comfortable sofa across its entire width in addition to a large easy chair. A boudoir table and mirror and a full length mirror complete the furnishings of the lounge.

The dining cars are operated at meal times, convenient to all cities served by the South Shore Line, and the parlor cars in mid-morning and mid-afternoon. A complete schedule of this new service appears in another column of this issue.

First to Charter Parlor Car

Above is a party of Michigan City residents who engaged the facilities of one of the new parlor observation cars for a trip to Chicago and return soon after their delivery to the company and before the cars were placed in regular service.

The party attended a dinner dance at a Chicago hotel arranged by the Long Beach association of Michigan City. The party detrained at Van Buren street, within a block of their final destination. A light luncheon was served on their return trip.

A letter from O. W. Gotto, president of the Long Beach Company, of Michigan City, has been received telling of "the eventful and most pleasant trip on the parlor car" and praising the new service.

ALBERT KRUEGER PROMOTED

Albert Krueger, for many years passenger agent of the South Shore Line at Michigan City, has been made terminal superintendent at that point and is now in charge of station facilities of the Shore Line Motor Coach Company as well as the South Shore Line. Mr. Krueger's genial disposition and courteous service is well known to Michigan City residents as well as other users of the station there.

Interiors of New Cars Reflect Luxury and Travel Comfort

Dining room of one of the new South Shore Line Diners.

A corner of a parlor compartment.

The sun-parlor observation platform.

A writing desk in one of the parlor cars.

Interior men's smoking compartment.

Ladies' lounge in parlor-observation car, showing fine appointments.

Bates Company, Gary, Growing Rapidly

AN INTERESTING industry in the Calumet region, and one of the most modern and progressive, is the Walter Bates Steel Corporation at Gary. Less than two years old, this company has had a most rapid growth and its present plans indicate even greater expansion in the future.

The principal function of the company is the supply of steel to public utilities. Among the specific items of manufacture are railway structures, substations, cross arms, towers, poles, general steel fabrication and galvanizing.

Every machine in the Walter Bates plant is of the most modern design, each being built and situated in the plant with a view toward quantity production. The machines are individually driven by electric motors, a system which does away with overhead pulleys, shafts and other driving material, lessening danger and increasing daylight at the machines.

The Bates plant receives steel for its products direct from the mills at Gary. In the first operation the steel is placed in large machines which cut it into desired lengths. It is then placed in machines which shape it for the final use to which it is to be put.

Noted For Galvanizing

The steel is then placed in large punching machines which punch holes for rivets or bolts used in construction. These large machines operate with apparent ease, punching out holes in large multiples at one time.

Following the hole punching and final finishing operations the last process is one for which the Walter Bates Company is especially noted. It is the galvanizing process.

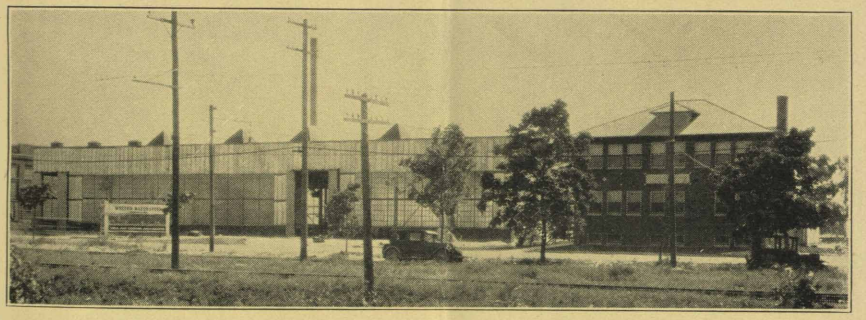
In this process the steel is placed in large galvanizing kettles and a coating of zinc applied. Weather resisting qualities are greatly enhanced by this method of protection which does away with any need of painting or additional coating for many years. An advantage of the galvanizing is the fact that it covers all cracks and other joints that might not be reached by paint and would be especially susceptible to adverse erosive conditions.

The galvanizing process, of course, is applied only to steel which will be exposed to weather and not to materials which will be covered in construction. The zinc kettle is 31 feet long and is electrically heated. It is the largest electrically heated kettle in the world and the only galvanizing layout of its kind.

Use Large Electric Cranes

Large electric transfer cranes are used in the plant building for the transfer of materials. Freight cars bearing the raw steel are shunted into the building and the cranes unload the cars. In each bay of the building there is a bridge crane and on each crane a traveling hoist. These hoists can pick up loads in any part of the building and carry it to any other part without unloading. Each hoist operates both north and south as well as east and west throughout the entire factory.

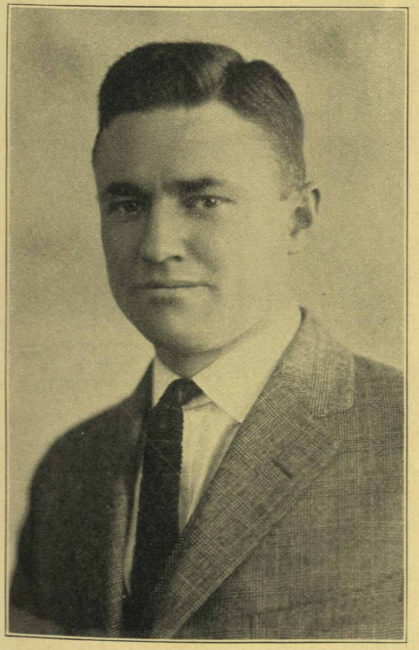
Interior of the Walter Bates Steel Corporation plant at Gary, Ind.



The office building and plant of the Walter Bates Steel Corporation, Gary, Ind.

One of the special machines in the Walter Bates plant, perhaps the only one of its kind in the country, has the characteristics of a hydraulic riveter, which is the best type of riveting. This machine, however, is operated electrically and it will be built for sale by the company.

The company is at present completing a large addition to its plant, which, with its complement of new machinery, will increase the company's capacity one hundred per cent.



Walter Bates

Modern Office Building

The offices of the Walter Bates Company are at the plant in a modern, well lighted building. In this building are housed the company officials, clerical forces and the engineering and designing departments. Skilled and competent engineers make up these two latter departments, capable of handling any problem of steel construction brought to the company.

Walter Bates, head of the company, has had extensive experience in the manufacturing and fabrication of steel and although the company is comparatively young, from a point of years, his experience has built it remarkably well and speaks well for the future of the plant.

THANKS TRAINMASTER FOR AID IN TRANSIT PROBLEM

The following letter of commendation has been received at the office of J. K. Gray, general superintendent:

South Bend, Ind.

Feeling that extra service and personal interest should be commended as well as complaints reported, I wish to take this way of thanking A. A. Landis, of your company, for his help and cooperation in a recent transportation problem. I will gladly give the South Shore Line all the future business I can in appreciation of it.

Truly yours,
C. H. BECKER.

Mr. Becker is the proprietor of a grocery and market in South Bend. Mr. Landis is trainmaster of the South Shore Line at Randolph street, Chicago.

South Bend Lawyers Use Service

A delegation of South Bend lawyers recently accepted the invitation of the Lake County Bar association to attend a meeting of that body at Gary to hear the noted legal authority, Dean John Wigmore, of the Northwestern Law School, Chicago.

The party traveled from South Bend to Gary and return on the South Shore Line and are shown in the above photograph ready to board their train at the South Bend passenger station.

Among those in the party reading from left to right are S. B. Pettingill, George Kurtz, Dudley Shively, Frank Gilmer, Iden Romig, Arthur Moon, A. G. Graham, H. S. Taylor, William Bertsch, William Crabill, G. L. Rulison, Walter Arnold, Arthur May, Judge J. Fred Bingham, Vernon Hastings, Judge Orlo Deahl, Shep Crumpacker, Charles Lovett, W. S. Carlisle, Joseph Wypiszynski and Lenn J. Oare.

The above photograph was furnished SOUTH SHORE LINES by H. W. Elmore, South Bend News-Times staff photographer.

BEGIN WORK ON NEW MICHIGAN CITY STATION

A union railroad and motor coach passenger station is now in course of erection opposite the present South Shore Line station at Michigan City.

Adjoining the new station a large garage will be built by the Shore Line Motor Coach Company. The improvements will cost approximately $200,000.

Business of the motor coach company as well as that of the railroad, has been increasing rapidly and it is expected that the new station will be finished in time to care for the large summer resort business which will be handled by the two companies.

Motor coach passengers on the Shore Line between Chicago and Western Michigan have the option of riding between Chicago and Michigan City on the South Shore Line, thus saving at least an hour of travel. Due to this arrangement Michigan City has become an important transfer point.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. APRIL, 1927 No. 6

Real Estate Active Along Lake Shore

SPRING and Summer will bring the greatest real estate development along the South Shore Line ever experienced in the history of the territory served. Experienced realtors have been quick to realize that the high speed, dependable transportation furnished by this railroad, coupled with the ideal living conditions of the territory and the indicated rapid future growth of the region, have made the property bordering the company's rails most attractive from a home builder's standpoint.

Michigan City and Gary are the cities which will see the major portion of this development, and the attractive Dunes country between them is dotted with subdivisions which will be placed on the market within the next thirty days. Between fifteen and twenty realty associations, both large and small, are taking part in this development.

Many Near Michigan City

The several subdivisions along the lake in the Michigan City district include Michiana Shores, which is being sold by The Lonnquist Company; Long Beach, owned by the Long Beach Company; an eighty acre tract near highway M-11 just outside of Michigan City which is in the process of preparation for subdivision; Riviera, near New Buffalo and a subdivision being sold by the Matt J. Kenefick offices in Michigan City.

Subdivisions in Gary by the Gary Land Company are covering greater territory this year than ever before. Near Gary, at Miller and Aetna, large subdivisions are being sold and farther east in the Dunes, Ogden Dunes is being sold, and a large tract of ninety acres near Oak Hill is being marketed by Oliver A. Ludlow of La Porte, Ind. Mr. Oliver's lots are one-half acre in extent and many of them are improved with five room bungalows.

Hudson Lake Attractive

It has been stated on good authority that Hudson Lake, Indiana, will soon be opened for summer homesites at extremely low prices. Everyone who knows Hudson Lake and its great desirability as an ideal summer vacation playground, will be interested in this announcement.

In the past, it has been impossible to purchase the desirable land located on the north and west shores. Now, however, conditions have seemingly changed and it is rumored

(Continued on Page 2)

FRUIT COUNTRY PLANS BIGGEST BLOSSOM WEEK

Honoring the advent of Spring, residents of Benton Harbor, St. Joseph and the surrounding lake shore fruit country, are planning one of the most festive celebrations ever held, from May 1 to 8, the annual "Blossom Festival."

Each year at the time the fruit blooms are at the height of their beauty various forms of celebration are held. These include the choosing of a "Queen of the Blossom Festival"; a pageant in which floats, decorated automobiles, school children and other celebrants take part; a trip for the Queen and her retinue to Chicago.

May 1 has been designated by those in charge of the festival as "Blossom Sunday." On May 2 a pageant in the afternoon and a grand ball in the evening will be held at Benton Harbor and St. Joseph and on May 3 the parade will take place in these two cities. The Queen is to be chosen from among the school children, finals in the elimination of entries taking place April 25.

Shore Line Motor coaches, connecting with South Shore Line trains at Michigan City, travel through the heart of the beautiful blossom country, providing ideal means of reaching the center of the festivities. Full particulars of the festival and travel information can be obtained at the Shore Line traffic department, 79 W. Monroe St., Chicago, Central 8280.

Greater convenience for motor coach passengers has been provided by the Shore Line Company with the recent opening of a handsomely fitted station in the Auditorium hotel, Michigan avenue and Congress street, Chicago. This is in addition to the loop station at 223 S. Wabash avenue.

The coach company has placed at the disposal of the blossom week committee one of the newest type glass inclosed observation coaches for transporting the blossom queen and her party to Chicago.

Bucket Seats In Passenger Cars

Two of the passenger cars used on the South Shore Line previous to the purchase of the present equipment have been rebuilt in the railroad's shops at Michigan City to conform in design and comfort with the new equipment. The interior of one of these cars is shown above. It will be noted that a new type of individual seat is provided in this car. Similar seats are being installed in the twenty new cars now being built for the South Shore Line by the Pullman corporation. Many of the railroad's patrons prefer the new type over those in use at present because of their comfort giving design.

REAL ESTATE ACTIVE ALONG LAKE SHORE

(Continued from Page 1)

that the public may soon have the opportunity of acquiring these attractive summer-resort building lots.

Hudson Lake is only two hours from Chicago's Loop by the South Shore Line. It is twelve miles from South Bend.

Grading and excavating activity on several other tracts near the South Shore Line would seem to portend the opening of additional large tracts for prospective residents of the district.

NEW TIME TABLE APRIL 24

A new time schedule on the South Shore Line will become effective April 24, the day, daylight saving becomes effective in several of the cities served. Be sure and procure a new folder from your ticket agent in order that you may become familiar with the changes.

Enter First Aid Contest

A team of six men, representing the South Shore Line, has entered the Chicago district annual first aid team contest to be held this month. The team has been trained in resuscitation and other first aid methods and has hopes of winning the meet.

Install Freight Crane at Gary

For the convenience of shippers in loading or unloading materials between motor trucks and open-top freight cars, the South Shore Line has recently installed a 5-ton crane alongside the main team track in its freight yards at Gary. The big crane is shown in operation in the above picture. By means of low ratio gears, it can be easily operated by hand.

Increasing numbers of shippers in Gary and other communities in the Calumet district are taking advantage of the fast, direct freight service now offered by the South Shore Line. Improved motive power equipment and favorable interchange agreements with other railroads make it possible to provide overnight freight deliveries over the entire system and to many points beyond.

Less than car load freight which is received at any of five convenient neighborhood depots in Chicago in the afternoon is delivered to any station on the line early the following morning.

NOTRE DAME BASEBALL NINE LISTS NINE HOME GAMES

Following a trip through the South for training purposes the Notre Dame baseball team will engage the University of West Virginia in their first game on the home diamond on April 29. The full schedule of home games follows:

April	29	University of West Virginia.
April	30	University of West Virginia.
May	7	Michigan State.
May	11	Bradley.
May	14	Purdue.
May	27	Iowa.
May	31	Wisconsin.
June	2	St. Viator's.
June	2	Alumni-Commencement Game.

The team this year, according to Coach Tommy Mills, promises to be one of the fastest which the university has boasted of for several years and should show its followers some real baseball. Street cars for Cartier field, home of the "Fightin' Irish," pass directly in front of the South Bend South Shore Line station, providing a convenient means of reaching the games.

Michigan City Perfection Cooler Home

REMEMBER when you were a kid and you used to take long hikes into the country how they always seemed to lead to the cool, shaded spring where you could lie down on your stomach and take long draughts of the sparkling water? How refreshing it was after a long walk down the dusty road.

Then maybe you would roll over and lie there in the welcome shade wondering how it was that the water always bubbled out of the ground and why it was always so clear and cool.

Nowadays, on a hot summer day when you have tried ever so hard to keep cool while hard at work all you have to do is step over to a water cooler and draw a cup of water just as cool and clear as the oldtime spring. You don't wonder where that water came from for there is a big bottle on top of the cooler with spring water in it; but maybe you'd like to know how the cooler is made and why it keeps the water so cold.

The Perfection Cooler Company, Michigan City, has made 80 per cent of the coolers now in use in this country and 60 per cent in use the world over. They make water coolers of every type and style and in later years have perfected one of the finest lines of beverage and syrup coolers in the country.

Made Entirely of Metal

To begin with, Perfection coolers are all-metal throughout, one of the prime means of insuring maximum life. Galvanized steel is used for the body of the cooler. This steel is supplied to the Perfection company in sheets and stored in a large supply room in the plant.

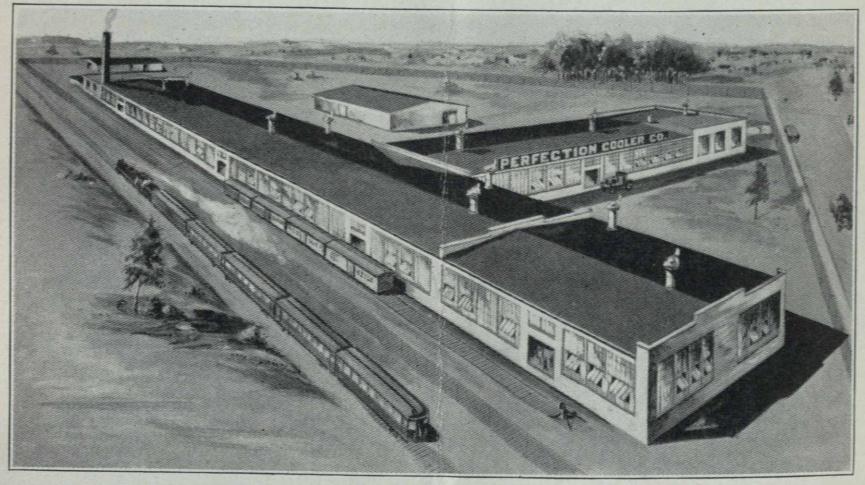
On a recent trip through the Perfection plant a representative of this publication was shown the various parts of the procedure of manufacture. The sheet steel is first cut into various lengths and sizes and then placed in large stamping machines which shape it and cut it into component parts of the finished cooler.

In every Perfection cooler a wall of insulation at least an inch in thickness surrounds the cooling chamber. Finest grade granulated Spanish cork, the best known material for insulation against heat, is used. This cork is bought in carload lots by the Perfection company and is shipped to Michigan City from Spain and Portugal.

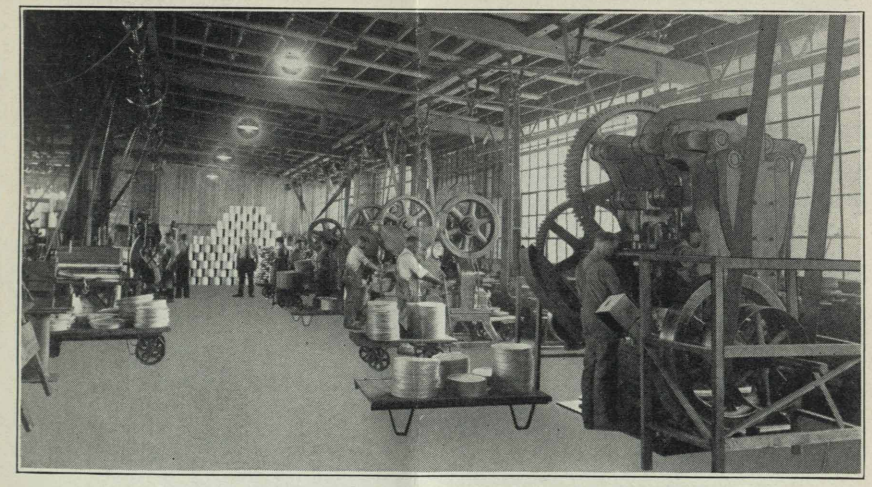
Insulated With Cork

The sidewalls and the top of the cooler proper are made before the cork is filled in. The base is then placed on the cooler and a rolling machine makes an airtight joint at the seams. All seams on the metal part of the coolers receive this same treatment.

From this department we were taken to the plating room where nickel and silver plate is applied to the parts of the cooler where resistance to corrosion is necessary. In the case of water coolers nickel is used but for



Exterior View of the Michigan City Plant, Perfection Cooler Company.



Interior View, Perfection Cooler Plant.

syrup coolers, where fruit acids are used, the parts are plated with heavy layers of silver.

To one who has never witnessed the electrolysis process of plating, the plating room is extremely interesting. The metal to be applied is in solution in large heated tanks. Positive and negative electrodes are suspended in the solution one holding a bar of pure silver and the other the faucet or other part to be plated.

Use Jars and Coils

Through the action of the electrons in the solution the plate is deposited on the metal. The Perfection plating department is fitted completely and work is done for other manufacturing firms in Michigan City and the nearby territory.

Two types of interiors for the Perfection tanks are used, one a large crockery jar; the other metal coils. Both of these parts are purchased by the company and are kept on hand in large numbers to assure no interruption in service to the company's customers.

The parts of the coolers are assembled in the next department of the plant. Efficiency of workmanship rules in this department and various inspections of the cooler are carried out at different stages of its progress.

From the assembling room the coolers are taken to the painting department where lacquer and baked enamel finishes are applied, the finish depending on the use to which the cooler is to be put. Various colors and designs are applied to the coolers, many of the syrup dispensing type being labeled with the name of the maker of the syrup. The water coolers are finished in several colors, including green, mahogany and white. The coolers are then boxed and stored ready for shipment.

A well fitted laboratory is maintained by the Perfection company in the Michigan City plant. Here the problems of syrup manufacturers are solved and ideas of the Perfection company, which is constantly working to better their product if possible, are worked out.

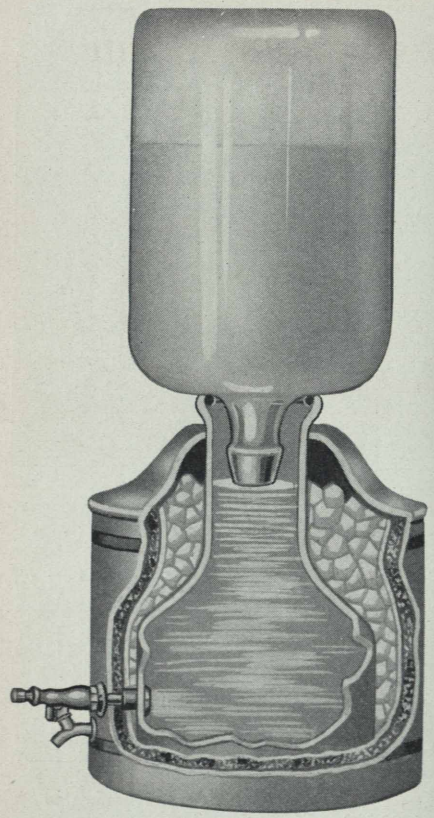
Coolers of every type made by the company are kept in storage to answer hurry calls from jobbers and other customers. The total value of these stores is estimated at $200,000. More than 2,800 parts and sections of coolers are also kept on hand to provide efficiency in the plant. Sixty kinds of earthenware containers for the inside of the coolers and a dozen types of bottles are among the stores.

Operate Two Plants

The Perfection company has an eastern plant at Stoughton, Mass., that being the original site of the company's manufacturing. The ideal location of Michigan City from the standpoint of shipping and manufacturing led to the establishment of the plant there and all future growth of the company will take place at that point.

Among the new devices which the Perfection company have recently placed on the market is an automatic mixing dispenser for root beer, orange and other drinks which are mixed with charged water. At the turn of a faucet the mixed drink comes out of the dispenser, ice cold. Other automatic beverage devices are also manufactured.

The Perfection Cooler prides itself on being a manufacturer of coolers exclusively.



Cross Section of a Perfection Cooler.

Its products have been adopted for use in all government offices at Washington, all other government offices in this country and abroad as well. Their perfect insulation provides cool drinks at all time and with a minimum amount of ice.

The company has been in existence for 28 years, having been organized at Stoughton. Atwood L. Boggs, its president, has been in active charge of the company almost from the beginning and through watchful methods has seen that only the finest materials and workmanship went into them. No Perfection cooler has ever worn out, according to Mr. Boggs.

Publish Company Newspaper

The South Shore Line employes now have a monthly newspaper which will contain news of their activities and other events of interest to them. It was launched this month and has been named the Pantagraph.

SOUTH SHORE LINE BUYS TWO NEW LOCOMOTIVES

Two additional 53-ton electric locomotives have been ordered by the South Shore Line from the Westinghouse company for use in the railroad's freight business. They will cost $70,000.

As the new locomotives are of standard size delivery was expected early in May. They will be used in switching and other miscellaneous freight service.

The addition of the two locomotives will give the South Shore Line a total of six, four of which are of greater power than the two newer ones. Marked increase in the freight business within the last few months and an even greater increase which is expected during the Summer, has made the additional equipment necessary.

Fast service, such as is afforded shippers by the South Shore Line, has proven popular with shippers, and as a consequence they have patronized the railroad in increasing numbers. Interchange arrangements have also been made whereby shipments from the east coast may be handled via South Shore Line either to or through Chicago to the west.

WORK ON NEW STATION AT MICHIGAN CITY RUSHED

Construction of the new union rail and motor coach station at Michigan City was well under way as this issue of SOUTH SHORE LINES was sent to the printer, and it was expected that it would be ready for occupancy about the middle of next month.

In addition to the original plans for the station, which include many attractive features and many improvements which will provide greater comfort for patrons, an additional piece of land has been purchased in the rear of the structure. This will be covered with a steel canopy, paved with concrete and will be used for loading and unloading motor coaches.

The station will present a most pleasing appearance from the exterior, being of gray terra cotta with large plate glass windows and a roomy entrance. It will be a two story structure with offices for motor coach company officials on the second floor.

The station will be used jointly by the South Shore Line and Shore Line motor coach company, which has erected a garage adjacent to the station. The entire improvement will cost approximately $200,000. It is situated on Eleventh street near Franklin.

Rehabilitation Program Continues

The above photograph shows a carload of poles which will be used by the South Shore Line this spring in replacements along the company's right-of-way. This is just one phase of the railroads rehabilitation program for the spring and summer, among others being the building of new bridges and culverts, construction of seven miles of double track, erection of seven miles of steel overhead for catenary trolley suspension similar to the "ideal section" near Miller, grading, ballasting, laying of miles of new 100-lb. rail and many other improvements.

Invite Coolidge To Visit Calumet

Eighty-five ardent boosters of Lake County, Ind., and the Calumet region, headed by the mayors of six cities, recently paid a visit to President Coolidge, at Washington, asking his presence at dedication ceremonies at Wicker park, in Lake county, a memorial to soldiers and sailors of the world war. The party traveled to Chicago on a special South Shore Line train from Gary and from the Roosevelt road station were transported to the Baltimore and Ohio station in Shore Line motor coaches where they boarded the Capitol limited for Washington. President Coolidge expressed himself as desirous of making every effort to attend the park ceremonies. The above picture shows the party as they arrived at the Roosevelt road station.

Chicago Opera Star Uses South Shore Line On Trip

Mary McCormic, famous star of the Chicago Civic Opera Company, recently appeared at a popular recital in South Bend, Ind. On her return to Chicago, following

Mary McCormic and Margaret Carlisle, her accompanist.

the concert she rode in one of the new South Shore Line parlor-observation cars.

In the above photograph Miss McCormic is shown on the steps of the parlor car, with her accompanist, Miss Margaret Carlisle. Miss McCormic is on the higher step of the car, in the photograph.

South Shore Line parlor-observation cars, as well as the dining cars, have proven most popular with patrons of the railroad since their inauguration in regular service more than a month ago. They are operated on ten trains daily between Chicago and South Bend, providing dining car service at meal times and parlor observation car service in mid-morning and mid-afternoon.

Many parlor car patrons have expressed surprise when riding in the luxurious cars, that the rate is as low as fifty cents between any two points on the railroad.

APRIL POSTER

SPRINGTIME
by SOUTH SHORE LINE
Fast limited trains operated electrically from CHICAGO to SOUTH BEND, IND.
leaving ILLINOIS CENTRAL RANDOLPH Street Station and stopping at-
VAN BUREN, ROOSEVELT ROAD, 53rd, 63rd, and KENSINGTON

"One touch of nature makes the whole world kin," in the words of the poet. In the springtime perhaps one of the most pleasing sights is an animal or fowl mother and her new born brood.

The artist of the April South Shore Line poster caught this spirit and with it the artistic coloring of the wild duck. A mother duck and her miniature flotilla of ducklings are shown, cruising on a cool Duneland pool in search of wrigglers or the early worm.

Here is a touch of nature from among the many such interesting sights available to spring visitors in the Dunes and the woodlands skirting this region. The birds are busily engaged in their nest making, or patiently sitting on a nest of eggs. The otter is industriously patching his mud home which might have been damaged by the winter storms.

It is the season of great activity for the wild folk in the Dunes.

The poster is one of a series produced each month by the South Shore Line, depicting the storied beauties of the region served by the railroad and the interesting points in the cities served.

385
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v.2 no.7

...h Shore Lines

...y for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 2. MAY, 1927 No. 7

Provide Low Summer Excursion Rates

POPULARITY of the sands and woods of the Dunes region and the sparkling waters of Lake Michigan which they skirt, will be far greater this summer than ever before, according to predictions by officials of the Indiana State Park commission and other qualified observers.

The state recently acquired the remaining tracts to round out the more than 2,000 acres of property in the Dunes State Park, with more than 2 miles of lake frontage, according to an announcement by Richard Lieber, head of the state conservation commission.

Preparations are being made for the expenditure of more than $1,000,000 in added facilities in the Dunes park by the state and work will start early this season. Among the construction projects are a modern hotel, bathing facilities, a pier extending into the lake for considerable distance, and dancing and refreshment pavilions. This improvement program will extend over a period of three years.

South Shore Line Cooperates

The South Shore Line, the only railroad providing fast and frequent service to the Dunes, is cooperating in every way possible with the state in making the beauties and pleasures of this new park readily accessible.

Activity at Miller beach, another popular Dunes resort also foretells a successful season. This resort is the center of an ever-growing colony of summer cottages along the shore of the lake and the large Gay Mill gardens dance pavilion and other buildings housing amusements are located there.

Low Rates Provided

Michigan City, transfer point to western Michigan coaches of the Shore Line Motor Coach company which is at the eastern end of the Dunes region, is also increasingly popular.

Anticipating the large numbers who will visit these various outing and resort points the South Shore Line has placed low round trip rates in effect during the summer months. Round trip tickets are sold as follows: Tremont, gateway to Dunes State Park, $2; Wilson, $1.75; Miller, $1.50; and Michigan City, $2.70.

The Michigan City round trip tickets sold under this rate are good returning 21 days after the purchase date while the lower Dunes rates are good returning three days after the purchase date.

NEW SCHEDULE GIVES INCREASE IN SERVICE

Forty high speed limited trains daily between Chicago and South Bend and 72 between Chicago and Gary are provided in the spring and summer schedule which became effective on the South Shore Line April 24.

Among the new trains added to the railroad's service are two additional parlor- observation car trains, bringing the total of dining car and parlor-observation car trains to 12 daily between Chicago and South Bend. All trains are operated on central standard time.

The twelve parlor car and dining car trains under the new schedule have been rearranged to provide service at more convenient times for travelers. A careful study was made during the first few weeks the cars were in service on the railroad and it is believed that the new trains will more efficiently meet the needs of travelers under the new schedules.

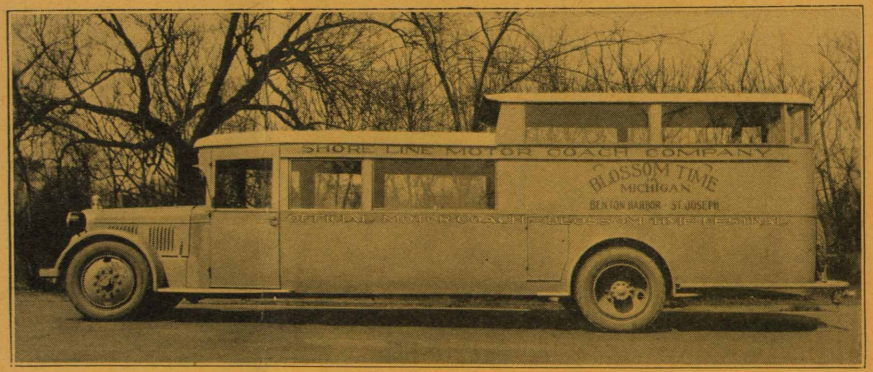
Limited trains now leave the Chicago and South Bend terminals every hour from early morning until late evening and similarly convenient service is provided between Chicago and Gary and cities in the Calumet region.

South Shore Line service is becoming more and more popular with commercial travelers as well as residents of the territory served simply because of the convenient schedules, dependable service, and the fact that the trains travel electrically to downtown Chicago.

Gary Lions Visit Michigan City In Special South Shore Line Train

As a special evening program the Lions Club of Gary, during the latter part of last month, chartered a special train on the South Shore Line and made a trip to Michigan City, where they had dinner and attended a theatre. Eighty-four persons composed the party.

Buy Six New Type Coaches



Six new parlor observation coaches, of the type pictured above, were recently purchased by the Shore Line Motor Coach Company for use in the service between Chicago and Western Michigan summer resort points.

These coaches are the first of their kind ever used in this section of the country and when one of them made its appearance as the official coach of Miss Violet Peters, queen of the Western Michigan blossom festival, it attracted no little attention.

The coaches provide upper deck seats in the rear, as shown in the photograph, and have proved most comfortable in tests. The coach line management predicts great popularity for them in regular service. Large easy-chair type seats are provided, with comfortable springs and leather upholstery, in the coaches, and their chassis and other mechanical design was also carried out with a view toward utmost comfort.

Passengers in the upper portions of the coaches are provided with a better view of the surrounding country on their trips, because of their elevation above trees and other automobiles.

The "official blossom time" coach was placed at the disposal of the committee in charge of the festival and made trips through the surrounding country and into Chicago advertising and promoting the festival week, the center of the activities being St. Joseph and Benton Harbor.

During the festivities a fleet of Shore Line coaches carried members of the Michigan State Legislature to the scene of the carnival and appeared in the mammoth parade, which was a part of the celebration.

PROVIDE LOW RATES TO WEST MICHIGAN RESORTS

Low commutation rates for summer residents of the western Michigan resort country on the South Shore Line and the Shore Line Motor coaches became effective May 15. The rates apply to points between Grand Beach and Holland.

The special low summer rates are expected to further popularize travel by train to Michigan City and motor coach beyond, under the interchange plan in effect on the two transportation companies making coach tickets good for a fare on the South Shore Line between Michigan City and Chicago.

The tickets are twenty-five ride bearer tickets and may be used by the bearer. Rates to the various Western Michigan cities from Chicago as compared with the one-way ticket rate are as follows:

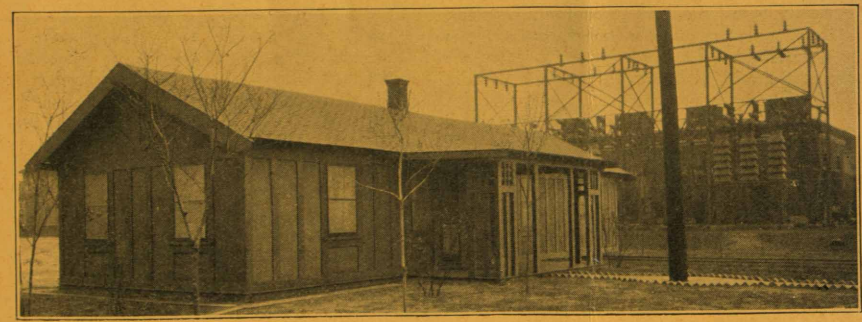
City	Single Fare Rate	Cost Per Ride Commutation Ticket
Grand Beach	$2.10	$1.26
New Buffalo	2.20	1.32
Union Pier	2.30	1.46
Lakeside	2.35	1.50
Harbert	2.55	1.55
Sawyer	2.55	1.59
Bridgman	2.75	1.68
Stevensville	3.00	1.78
St. Joseph	3.25	1.92
Benton Harbor	3.35	1.96
Coloma	3.60	2.16
Watervliet	3.65	2.20
Covert	3.85	2.49
South Haven	4.10	2.65
Douglas	4.75	2.87
Saugatuck	4.75	2.87
Holland	5.00	3.18

The new tariff was authorized by the Interstate Commerce Commission after being filed with that body by the South Shore Line.

Cuban President Rides on South Shore

In the above photograph General Gerardo Machado y Morales, president of the republic of Cuba, is shown about to board a special South Shore Line parlor car at the Roosevelt road station. Gen. Machado, together with Charles G. Dawes, vice president of the United States, and an official party; made a trip to Gary where they were the guests of the United States Steel Corporation on an inspection trip through the mills in that city. L. E. Meyers, head of the L. E. Meyers construction company, was in charge of the arrangements for the trip. He is shown with the Cuban president, Mr. Meyers being in the car door.

Build New Section Houses



Several new houses for section men on the South Shore Line have been built by the railroad, the one shown in the above photograph being at Gary. The houses present a most attractive appearance from the outside and their neat and orderly interiors are a revelation in this form of dwellings. They are the finest in this section of the country and provide comfortable homes for the track and roadway workers of the South Shore Line. Trees, shrubs and grass add to the attractiveness of the exteriors and the buildings provide a marked contrast to the discarded box cars provided for living quarters by some railroads.

Sherwin-Williams Is World's Largest

AS YOU look from your window on a South Shore train passing through Kensington you see the largest of the many manufacturing properties of The Sherwin-Williams Company. Their properties extend from our tracks to Lake Calumet for the width of about three city blocks, a total of 34 acres, a small world of intense activity. The force of their Cover-the-Earth Trademark would be a mere boast with any Company smaller than the largest in the world and manufacturing every finishing product known.

Even this falls short of the complete picture of Sherwin-Williams' activities when you learn that right in Kensington they have a capacity for making 500 tons of insecticides a month; 1,000,000 pounds of acetic acid, 400,000 pounds of dyes, 150,000 gallons coal tar products and 3,000,000 cans monthly, to put it all in, over and above the paints, varnishes and enamels we've always heard about!

All these chemical products—and there are many more—always surprise the visitor who has no reason to think that the making of paints and varnishes is even remotely related to insecticides or to acetic acid.

It takes almost an entire day to make the trip through the many different buildings of The Sherwin-Williams plant and to give any attention to the fascinating processes which take place there, so we thought South Shore Line readers would be pleased to have us make that trip for them.

Making White Lead

White lead is the "flour" of paint making. It is the basic pigment which painters use in making hand-mixed house paint. White lead is made by a very primitive method called the "Old Dutch process." Sherwin-Williams make 1,200 tons of it a month direct from metallic lead and, what is more, they get the ore for this lead from their own mines in Magdalena, New Mexico.

When the bars of lead come in they weigh 100 lbs. each and are melted in a huge furnace which pours the liquid lead onto a traveling belt carrying moulds. At the end of this belt the lead, now cooled, drops off in the shape of pretzel-like discs about the thickness of pie crust and about as big. These "buckles" as they are called, are then stacked in flower-pot looking affairs which have a small bowl in the bottom to hold acetic acid.

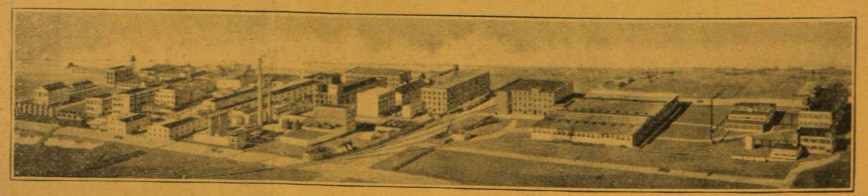
These pots are placed in tiers in a huge bin called a stack and are covered with boards and a blanket of tan bark a foot and a half thick. Thirteen of these tiers fill a stack. Very soon the fermentation of the tan bark generates heat and causes the stack to discharge steam, looking for all the world like a miniature volcano.

For ninety to one hundred and twenty days this continues until the lead has all been chemically changed from the familiar metal to a snow white color. It is then ground, refined and mixed with oil and is ready for your painter or to be further processed into S W P, Sherwin-Williams ready mixed house paint.

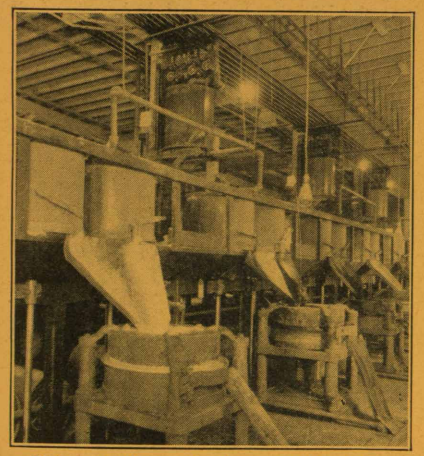
Have High Standards

It is always interesting to observe the way in which the pride or the honor of a company, whichever you wish to call it, seems to center about some one product, no matter how large the assortment of products comprising the line. S W P—Sherwin-Williams Paint—is such a product. This paint was the proof of Henry A. Sherwin's belief that a good paint could be made and be put up in a can, prepared ready for use. The first can of S W P was made in 1880 and the original can remained a treasured memento in Mr. Sherwin's desk until his death in 1916.

Considered a radical departure in the days of its inception, S W P has been made in such increasing volumes in the succeeding years that the Cover-the-Earth Trademark aptly shows a can of S W P covering the earth. The company is now running the biggest advertising campaign in paint history whose slogan is SWP vs. CHEAP PAINT, the purpose of which is to truthfully show the home-owner how costly it is to use a paint which, because it sells for a low price by the gallon, cannot possibly be made of the necessary right kinds of pigments and pure raw linseed oil.



A general view of the Sherwin-Williams Plant at Kensington



Paint Mills grinding SWP House Paint.

In a nearby building is a whole battery of huge round wooden vats swirling with the most brilliant of reds, yellows, greens, blues and other colors which are destined to be used in paints and enamels of all kinds.

Dyes and colors are all chemical combinations of various sorts and many of them are obtained through exceedingly delicate and complicated reactions.

The complete stopping of importations during the world war showed manufacturers the danger and the folly of depending upon the ability of dyemakers in other countries to supply our needs. It was then that Sherwin-Williams built their tremendous dye plant which is second to none in the country.

Next Comes Varnish

So thoroughly have Sherwin-Williams covered the earth with their paint that most people do not know that they are also the world's largest varnish makers, as well. Varnish gums are the fossilized resin which exuded from the branches of trees and falling to the ground has lain there for untold hundreds of years. It comes from Africa and the Philippines principally, where it is mined by the natives with the very crudest of tools. All gums are imported and Sherwin-Williams buyers will frequently take over the entire cargo of an incoming boat at New York.

In making varnish, the gums are first melted in large copper kettles over an intense coke or gas fire. The kettles require very close watching and each has its thermometer. Linseed oil is added at a certain temperature and the mixture is then cooked for a certain definite period after which it is drawn from the fire and cooled to the required safety point when the thinners are added.

Varnish-making calls for a large investment in storage tanks because, after being filtered, the varnish must age in the tank for as long as six months before it is ready for use. Ageing makes the varnish clear and more brilliant in tone and also makes it work smoother and dry better. A great deal of varnish is used in enamels for both woodwork and floors. Inside wall paints are also varnish paints, although they may dry with a dull finish.

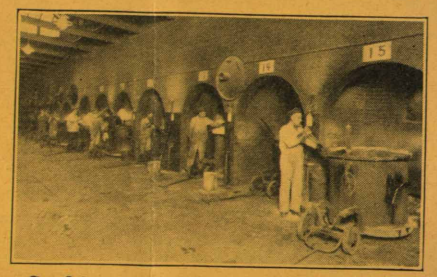
How Lithopone is Made

Lithopone is a snow-white pigment which is used in making wall finishes for the decoration of homes and big buildings. Just as there are many kinds of wheat flour for baking, also rice flour, potato flour, etc., there have to be many kinds of pigments because no two kinds have the same properties any more than rice flour is like wheat flour, according to the Sherwin-Williams experts.

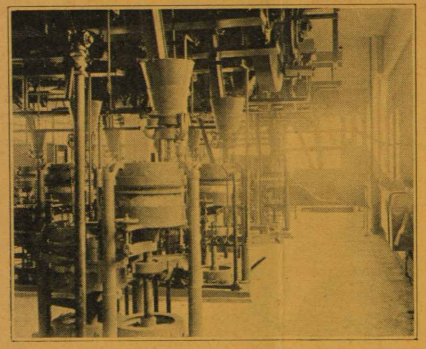
Alongside the lithopone builders, one can always see railroad cars bringing in loads of the most interesting metallic ores—barytes ore. This ore, after crushing, goes into great roasting furnaces where it is subjected to tremendous heat for a definite period. It then goes into acid solution and through a series of filtering operations.

This "liquor", as it is called, goes into mixing vats of wood where it meets a zinc liquor with which it enters into chemical composition. The white powder which settles out now goes into another fiery furnace, comes out, is crushed and again roasted before it is ready to be ground into the final white pigment used in paints. Lithopone is used by rubber manufacturers also, as well as by makers of linoleum, auto-top fabric and wire insulation.

It is interesting to know about the many uses for the chemicals and the pigments this company manufactures because one often wonders where so much paint could possibly be used as all these buildings could manufacture, and how, in years when it would seem that the weather was so bad that very



Cooking varnish at Kensington.



Tandem Mills which grind S-W Enamels.

little outside painting could be done, so large a company could keep itself busy. The answer is that the products they make are used in the making of many different things the country uses. For example, if people weren't using as much lithopone paint for some reason or other, the rubber makers and the linoleum makers and the people making insulated wire or auto tops would continue.

Here is another use for that heaviest of metals. Red lead is just as different from white lead as red is different from white. It is made in furnaces which bring the lead to such a high temperature that it combines with oxygen from the air and turns to a yellow powder called litharge. Litharge, in turn, is then roasted at a different temperature and emerges as red lead which is used in making paints for use on metal tanks, holding water, and, combined with other pigments, to paint structural steel in big buildings.

It is most interesting to learn the many different uses for litharge. It goes into the making of the finest glassware, storage batteries, rubber goods, linoleum, the refining of oil and the making of varnish, driers, insecticides, colors and dyes—a very useful material.

Lacquer Finish New

Every one is amazed at the rapidity with which the radio has captured the country but it is no less astonishing how quickly the new lacquer finishes have come into universal use. Practically every automobile now has a lacquer finish because lacquer cleans so easily and so greatly outwears old-style finishes. All furniture stores now sell pieces of the very highest quality as well as medium grades which are finished with lacquer both in enamel colors and clear effects you cannot distinguish from varnish.

Sherwin-Williams have just completed a new quarter million dollar lacquer plant addition, which is a perfect marvel of automatic control. Eighty per cent of the lacquer which goes through this plant is never touched by hand. You step into one of the control rooms, which can only be compared to such marvels of control as a block system signal tower in a great metropolitan railway yard, or to the great console of a cathedral organ. Instead of ivory keys and stops of the organ and the switching levers of the signal tower, there are long rows of polished brass valves.

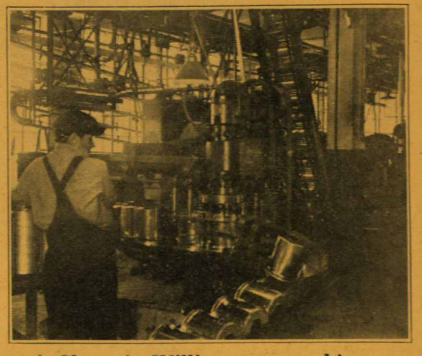
The operator turns the handle of one valve and the unseen rush of a liquid is heard in a tank overhead. In front of you is a balanced scale, which is weighing the contents of the tank being filled. You shut off one valve and open another. The formula indicates how many pounds of each ingredient are required. The scales tip and the valve is shut off. Another lever is thrown, and a commotion takes place—all unseen in the tank.

The materials are being stirred together. When all operations have been taken care of, the operator opens another line and the materials in the tank—now converted into lacquer—are pumped into distant storage tanks.

Provides Safety Methods

Recently, we have read of disastrous fires resulting from explosions of the highly volatile liquids in uncovered mixing vats of lacquer. The most effective way to avoid explosions during manufacture is the Sherwin-Williams method of carrying on all operations with air-tight equipment and even these are provided with blow-off valves which would relieve any pressure before it could reach the danger point.

Being enclosed, there is no danger of sparks, from a loose belt or a lighted cigaret of a careless passerby, ever reaching an explosive mixture. Manufactured lacquer is not explosive or even dangerous to handle.



A Sherwin-Williams can making machine. All cans used by this company are made at Kensington.

A question which persisted in coming to mind as we went from building to building was: "How in the world do they keep track of all these different mills, all busy grinding away as if the end of things were only a few minutes away?" We soon found out, however, that the foreman of every battery of mills had a certain testing laboratory where he was required to take a sample of every batch of material he was making and that it had to be passed by the tester for color, fineness of grinding, easy working under the brush and proper drying on the surface.

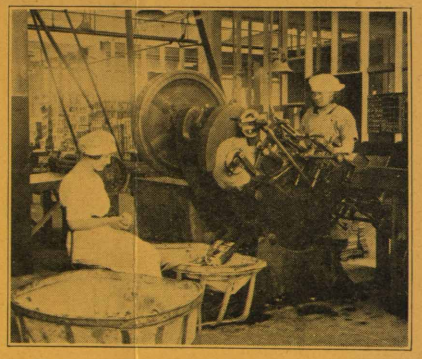
In the lacquer department, there was an entirely different lineup of tests: here the big problem is to make the lacquer dry slowly enough so that it can be brushed out—if it is the brushing lacquer type—or so that it will spray out smoothly without "orange peel" if it is an automobile lacquer. All finishes are required to pass tests to show that they are not affected by water, that they are tough and will not become brittle and scratch easily or chip off after a year's usage.

Old Timers Rewarded

The organization of the Sherwin-Williams Company carries every inducement to the capable workman to remain and to make his service a lifetime work. After twenty-five years, a man receives a certificate of honor from the company and a fine watch. There are ever so many who have earned and received their watches. In the Cleveland Plant, there are three men who have received the special diamond emblem given upon completion of 50 years service. The company co-operates in the operation of a benefit association and also lends a liberal support of club activities in both office and factory branches.

The Sherwin-Williams Company was formed 61 years ago in Cleveland by Henry A. Sherwin and E. P. Williams. They were the first ones to manufacture a ready-mixed paint which was comparable in quality with the paint hand mixed by a painter. The company has perfected every new development and, while not always the first on the market with a new type product—such as lacquer—that product has always been right and dependable when it was marketed, as it is a fixed policy with the company that laboratory work must be completed before the product can be released to the sales department.

The output of the Kensington Plant is tremendous. Over 400 carloads of finished products of all sorts, per month, were shipped out last year with an average weight of 60,000 pounds to the car. This is a lot of material when one realizes that Sherwin-Williams have factories at Detroit, Cleveland, Newark and Oakland as well.



This machine makes 100 can caps a minute.

Over 8,000 different kinds of finishes are made at Kensington, ranging from paints and varnishes, lacquers and dyes and colors of all kinds of roof cements, wood preservatives and insecticides for every garden and orchard requirement.

Provide Service for Users

What interested us especially was the Technical Service department. This is the bureau to which any manufacturer can come who wishes to know how to finish the thing he makes, whether it is a piano, a breakfast room set, a thrashing machine or an automobile. This bureau has a miniature factory all its own with small mills and varnish kettles for the making of small trial batches.

This is all included in the service which the company provides for its customers. This service also works out color schemes for new furniture and automobiles and shows a manufacturer how he can very often finish an article better and for less money by changing the kind of undercoaters and finishes used.

Following are a few of the large structures recently completed in Chicago on which S-W Products were used: Furniture Mart Building, Windermere Hotel, Commonwealth Edison Power Station, Karpen Furniture Co., Sheridan-Aldine Apartments, Davis Hotel, De Witt Hotel, Shoreland Hotel, Southmoor Hotel, Hollywood-Kenwood Apartments, Belden Hotel, Wellington Hotel, Admiral Hotel.

The principal heads of the business at Kensington are as follows: District Manager, L. B. Quinn; General Superintendent, J. L. Cunningham; Superintendent of Paint & Varnish Manufacturing, R. H. Coe; Director of Chemical Operations, Dr. N. F. Van Stone; Engineering & Construction Department, W. R. Macklind; Sales Manager, Chicago City Division, C. R. Tritton; Sales Manager, Chicago Country Division, A. W. Baeder.

DeLuxe Service Increasingly Popular

ONE of the greatest and most popular of the many steps in advance taken by the South Shore Line since the railroad came under its present management was the addition of parlor observation and dining car service recently made.

The convenience of the dining cars, which afford an opportunity for eating en route, thereby saving time, has added greatly to the popularity of the trains on which they are operated. By means of this service the finest of foods are served to patrons while on their journey between the cities served by the railroad.

The high standard of service in the diners has also contributed to a great degree to their popularity, highly trained stewards and waiters being in charge of the service. The foods are selected with careful regard for their savor and freshness and prepared by skilled chefs.

The pastries for the dining car service are baked in the South Shore Line's own ovens, under the supervision of the commissary department, insuring the highest standards of materials and cleanliness. The dining cars have become known for the tastiness of their pies.

The parlor car service, companion service to the dining cars, has met with equally as great popularity among patrons of the railroad.

The luxuriousness of these cars and their many refinements in design have made them the favorite means of travel to everyone who has used them. The large, comfortable easy chairs and the excellently appointed ladies' lounge and men's smoking room are among the popular features of the cars. The glass inclosed observation platforms are more popular since the Dunes region has taken on its spring beauty.

Many special parties have chartered the cars for their exclusive use on occasion and have found them most convenient and declare it a wholly pleasant way to travel. Among these parties have been President Machado, of Cuba, and Vice President Charles G. Dawes, on a trip to Gary to visit the steel mills; The Apollo Musical Club of Michigan City, and others.

The cars, described in detail in past issues of the publication, are of steel construction throughout with special additions and features in their design to insure ease in riding.

NEW UNION STATION IS TO BE OPENED MAY 21

The new Union station, largest and finest of its kind in the middle west, now being erected by the Chicago South Shore and South Bend Railroad and the Shore Line Motor Coach Company at Michigan City, will be ready for occupancy late this month. May 21 has been set as the date for the formal opening, at which time the structure will be dedicated to meet the transportation needs of the residents of that city.

The station, a steel canopied loading platform for motor coaches, and a large modern brick and steel garage adjoining, together with the land, will represent an investment of more than $200,000 when completed. Its construction was made possible through the large increases in business experienced during the past several months by the transportation companies which will use it.

The station itself has a handsome facade of buff color terra cotta, with side walls of brick and large windows and doors in front. It is a two-story structure, the second floor being available for offices of operating officials of the motor coach company. The interior of the station is finished in light colors, with handsome columns and attractive trimming.

A luxuroiusly furnished ladies' lounge and smoking rooms for men are provided. Large comfortable benches will be provided for waiting customers of the two lines, and an enlarged refreshment counter erected for their accommodation.

The canopied loading platform is paved with concrete and provides space under cover for six coaches at one time. It is connected with the station by the canopy, in this way providing protection for customers in inclement weather.

The garage provides space for thirty coaches, with three large repair pits, a storeroom for tools and materials and the erection of other modern garage machinery. It is of handsome face brick construction with windows forming a large extent of the sides. Specially designed ventilators have been installed to provide for the safety of the workers from gas fumes.

The station has been rushed to completion in record time in order that it may be in readiness for the increased traffic on the rail and coach lines anticipated during the summer resort season. The privilege of interchange on the South Shore Line accorded holders of Shore Line Motor Coach Company tickets has made the line the most popular means of travel into the Michigan resort region.

385
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Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. JUNE, 1927 No. 8

May Traffic Hits High Mark of History

PASSENGER and freight traffic on the South Shore Line during May shattered all existing records in volume of business. Indications point to an even greater volume during the ensuing months of the Summer season.

The Memorial Day week-end added materially to the totals for the month, travel during that period being probably the heaviest the railroad has ever experienced in a similar space of time. Pleasure seekers by the thousands made enjoyable trips into the Dunes and other attractive outing sites on the South Shore Line and hundreds traveled by rail and coach into Western Michigan, "The Playground Of A Nation."

The highest previous month in the total of passengers carried on the railroad was March, 1924. This record compared with last month's new record follows:

Month	Number of Passengers Carried
March, 1924	190,644
May, 1927	205,484

Indication of the rapid growth of travel on the South Shore Line is shown in a comparison of May, 1927, total passengers carried with May of last year. Increased train schedules, faster running time and other service improvements have been responsible for an increase of more than 75 per cent, 117,987 persons using the railroad in May, 1926. This inprecedented increase proves that patrons of the South Shore Line are quick to take advantage of the high class transportation made available.

Tonnage and revenue in the freight department of the railroad during May showed marked increases as well. An increase of 27 per cent in tonnage hauled during May over the preceding month is shown in the records. Totals during the early weeks of June indicate a large increase over May, which was the largest month in the history of South Shore Line freight business.

Carload shipments as well as less than carload lots added to the totals. The overnight service between Chicago and Kalamazoo through coordination of rail and motor trucks, which was inaugurated a short time ago has immediately been taken advantage of by large numbers of shippers, adding materially to the total.

LINE OUTING BUREAU NEW SERVICE ADJUNCT

The South Shore Line, in association with other high speed, electrically operated railroads serving the Greater Chicago area, has completed plans for establishment of a new service to the residents of this territory.

Unique among organizations of its kind this service will be given by the Outing and Recreation Bureau. Information of the most detailed character concerning any resort or city served by the associated railroads sponsoring and maintaining the bureau will be supplied on request.

Although this will be the sole initial function of the bureau, it will be augmented in the near future by a home finding bureau, which will supply authentic information concerning values, locations and other details of homes in the Chicago district.

An exhaustive survey has been made of every portion of the large territory covered by the bureau in the past two or three months in preparation for the opening which was to take place June 27. Fishing, bathing, boating, horseback riding, hiking, picnicking and sightseeing in some of the most ideal places in the country have been listed in the mass of informatory data which has been collected.

The bureau will give rates, train times and even sell tickets for any party, large or small. A new service which is expected will prove widely popular has been established by agents of the bureau in the Dunes.

By calling the bureau arrangements can be made for long or short hikes through this marvelous natural paradise under the direction of guides long acquainted with the region and skilled in its lore of birds, beasts, vegetation, and history. At small cost the entire trip will be planned by bureau agents, including meals, guide service and fares. Hikes

(Continued on Page 8)

Poster Wins High Honor at Art Show

THE Chicago South Shore and South Bend Railroad has just carried away unusual honors with one of its advertising posters at the Sixth Annual Exhibition of Advertising Art held at the Art Center in New York city.

Three of the posters used during the last year by the South Shore Line in advertising its service were accepted for exhibition and one was awarded two medals—the Art Directors Club medal and a medal given by Barron Collier as a special prize for meritorious poster design advertising railroad service.

All three South Shore Line posters were the work of the late Oscar Rabe Hanson. The poster which won first prize was entitled "Homeward Bound" and pictured wild geese in flight silhouetted against a full moon. The prize winning poster is reproduced on the opposite page.

The South Shore Line poster was entered in competition with the work of some of the leading artists and advertising agencies of the country. First honorable mention in the poster group, after the award of the two medals for the South Shore Line poster, was given to R. H. Macy and Company, the New York department store, and the New York Central Lines received second honorable mention, for one of its posters.

The exhibit was on display for one

(Continued on Page 8)

Medals awarded the South Shore Line poster reproduced on the page opposite at the Sixth Annual Exhibition of Advertising Art, held at the Art Center.

HOMEWARD BOUND *by* SOUTH SHORE LINE

TRAINS FROM CHICAGO OPERATED OVER THE ILLINOIS CENTRAL RAILROAD *from* RANDOLPH, VAN BUREN, 12TH, 43RD, 53RD AND 63RD STREET STATIONS AND KENSINGTON

213

New Michigan City Station Now In Use

STATION facilities the finest of their kind in this section of the country were provided at Michigan City by the South Shore Line and the Shore Line Motor Coach Company when the new union station at 144-116 E. Eleventh street in that city was formally opened May 21.

Between 15,000 and 20,000 persons, according to various estimates, attended the opening, which took the form of a band concert and dance. Favors were given ladies who attended and the Lola Trowbridge Entertainers played dance music in the station proper while the Rapid Transit band of Chicago entertained in the garage adjoining.

The entire cost of the new facilities totaled more than $200,000. In addition to the large garage and the station a concrete paved, steel canopied platform in the rear of the station provides space for loading and unloading motor coaches.

Built in Record Time

The station and garage were rushed to completion in order that they would be in service in time to accommodate the growing summer resort traffic which the railroad and coach line serves. Fifty-five working days were consumed in building the garage and the station itself was started on March 16, being ready for occupancy within two months after actual construction began.

The buildings are a distinct addition to the structures in Michigan City. The station proper is a two-story structure of modern steel, brick and concrete construction throughout. The front of the station, which is a few doors east of Franklin street on Eleventh, is of handsome buff-colored terra cotta with large doors and wide plate glass windows.

The main floor has a concrete composition floor, antique marble wainscoting and cream walls and ceilings. Ornamental columns rise in the center of the floor and large doors in the rear lead to the motor coach loading platform. Comfortably furnished men's smoking rooms and ladies' lounge lead off from the east side of the waiting room. At the rear a parcel checking room has been provided and a baggage room is in a separate enclosure in the front of the building. An enlarged ticket booth and information counter have been erected on the west side of the building and a large and well-equipped concession counter has been provided for the service of drinks and light luncheons.

A view of the large crowd of persons which attended the opening of the new Michigan City station. A group of dancers can be seen in the rear of the station.

An exterior view of the new Michigan City union station on the night of the formal opening, showing part of the large crowds which attended.

Offices on Second Floor

The second floor of the building will be used as offices by operating officials of the Shore Line company. A large meeting hall, for employes activities occupies the rear of the second floor. It will accommodate more than 200 persons.

All of the fittings of the station are of the most modern type and every detail was thought out by its designers in order that the comfort of the patrons might be better served. The structure is both light and airy and comfortable seats have been installed for waiting passengers.

The steel canopy over the concrete motor coach loading platform which connects with the rear of the station and fronts on Tenth street, provides shelter for nine coaches at one time, protecting patrons from inclement weather. This platform and the large garage have been provided in order that motor coaches will not block traffic in the streets of Michigan City while loading and unloading and the company has gone to considerable expense to make this possible.

The new garage is of brick and steel throughout with monolithic floors and three large pits for repair work. A specially designed ventilating system, electrically operated, has been installed and large windows along three sides of the structure provide ideal working facilities. Space for storage, cleaning and repair work on thirty coaches at one time is provided in this structure, which covers an area of 140 by 90 feet.

Has Large Floor Area

The entire terminal improvement provides a total of 29,600 square feet of floor space and, according to officials of the two companies, is the finest improvement of its kind in this section of the country.

The new terminal replaces a building which, when remodeled less than two years ago, was considered sufficiently large to care

Interior of the new Shore Line Motor Coach Company garage on the night of its formal opening in Michigan City.

for all future needs. The displacement of the old station attests to the rapid growth in the business of the two companies.

The convenience and time saving advantages of the closely coordinated rail and motor coach service provided by the two transportation companies which will make use of the new station has been a factor of greatest importance in the outgrowing of passenger station facilities at Michigan City.

The Shore Line Motor Coach Company, whose fleet of big parlor coachs serves the beautiful all-year resorts of Western Michigan, has an operating agreement with the South Shore Line which permits passengers to transfer to and from motor coaches on through trips to and from Chicago.

Service Is Popular

Since the inauguration of this convenient interchange last year, this service, combining as it does a fast ride through the congested region at the southern end of Lake Michigan with a pleasant journey by motor coach through western Michigan's attractive countryside, has won increasing favor among travelers.

"The public policy of the South Shore Line, and the coordinated service of the Shore Line motor coaches, is epitomized by the expenditure of this large amount of money in order that our patrons may be served with the finest terminal facilities within our power to provide," Charles H. Jones, South Shore Line general manager, said at the time of the opening.

"One of the important features of the buildings are the facilities for protection of motor coach passengers and for keeping the coaches off the streets of Michigan City while loading and unloading. Every measure has been taken for the comfort of our patrons to augment the rendering of the finest transportation service humanly possible to give."

Must Be A Magician

Breathless Commuter (To Groceryman)—"Quick, give me a bag of flour, half a dozen eggs and a bottle of milk. I want to make a train."

SUMMER HOME SITES NOW ON SALE AT HUDSON LAKE

The extremely desirable property located on the north and west sides of Hudson Lake, Ind., mecca of northern Indiana summer resorters, is now open for sale to summer home-site seekers. Sale of lots along the wooded shores of the lake is sponsored by a Chicago Syndicate, and they have been priced at a very low figure.

Hudson Lake Beach, as the property will be named, is 75 miles from Chicago—two hours—on the South Shore Line. It is 30 minutes from South Bend and one hour from Gary. According to its developers it is the only desirable lake resort property still available within easy access of Chicago.

Those who have already glimpsed the spring-fed waters of Hudson Lake and seen the glorious wooded slopes of the beach will appreciate their advantages as a site for a summer home. To wade and bathe in the lake is delightful. A beach, stretching two miles, has been reserved for lot owners. Piers have been built for diving.

The Hudson Lake Casino provides entertaining dancing during the resort season with high class orchestras. Boating is provided and many other outing attractions blend in forming a most pleasing locale for a summer home.

The developers of Hudson Lake Beach have already provided bath houses for the use of lot owners and are now planning on a beautiful club house, also to be built for owners of lots. A winding lake shore drive skirts the private bathing beach, leading to the doors of the summer homes.

A uniform price has been set on the lots of $87.50 and time payments over a period of a year have been arranged. Representatives say that the price is extremely low and one which could not be met by a real estate company.

The sales organization point out to prospects the excellent service provided to the lake by the South Shore Line and the possibility of frequent trips to the lake by the head of a family while his wife and children are enjoying the many advantages of resort life during the summer. It is expected that many city residents will be quick to take advantage of the offer, due to the attractiveness of the lake as a resort and the low price asked for the lots.

New Passenger Cars Near Completion at Pullman Car Corporation Plant

The twenty new passenger cars being built for the South Shore Line by the Pullman Car and Manufacturing Corporation are being rushed to completion to aid in providing service for the heavy summer travel on the railroad.

Ten of the new cars will be motor cars and ten will be used in multiple unit operation as trailers. Delivery of the first of the new cars is expected late next month and the others will follow in fast order.

The new cars are almost exactly the same in design as the present equipment. A new feature of their interior furnishings are the new "easy chair" type of seats with which they will be equipped. These seats have been tried on two remodeled cars now in service and found both popular with the patrons and adaptable to South Shore Line service.

A view at Hudson Lake Beach, new Hudson Lake real estate development.

Line Outing Bureau New Service Adjunct

(Continued from Page 1)

over several trails requiring different periods of time to traverse have been mapped by the bureau.

One of the many attractive features of the bureau's special tours which have been mapped out are their low cost. Several day's outings in various sections of the Chicago area have been planned at a total cost of transportation of less than $2.

Attractive literature including leaflets and resort information have been gathered by the bureau and others published for distribution. One of their leaflets contains a map of the State Park region of the Dunes, showing trails, swamps, elevations, creeks, camps and other interesting features of this interesting section. It is the first of its kind ever prepared and as a consequence most interesting.

The bureau is located at 72 W. Adams St., Chicago, and its telephone number—State 0080. With its development it is planned to establish branches in other sections of Chicago as well as in important cities on the railroads.

The companies other than the South Shore Line which have had a part in its organization are: Chicago North Shore and Milwaukee Railroad; Chicago Rapid Transit Company; Chicago Aurora and Elgin Railroad; Shore Line Motor Coach Company; Midland Utilities Company; Commonwealth Edison Company; Peoples Gas Light and Coke Company; Public Service Company of Northern Illinois; and the Utility Securities Company.

Poster Wins High Honor at Art Show

(Continued from Page 2)

month and attracted wide attention in the east. A total of 333 pieces of art work were exhibited.

Reproduction of the work exhibited will be published in the "Annual of Advertising Art" to be published this summer. This Annual has been published for the last five years following the exhibition and has become the standard work of reference for artists, advertising men, advertisers, printers, engravers, publishers, art students and others.

The South Shore Line brings out a new poster every month. These are displayed at the elevated railroad stations of the Chicago Rapid Transit Company and at the South Shore Line stations between Chicago and South Bend. This type of advertising was adopted about two years ago when Britton I. Budd became president of the railroad.

JUNE POSTER

INDIANA DUNES
by SOUTH SHORE LINE
FAST LIMITED TRAINS OPERATED ELECTRICALLY FROM CHICAGO TO SOUTH BEND, IND., LEAVING ILLINOIS CENTRAL RANDOLPH ST. STATION AND STOPPING AT VAN BUREN, ROOSEVELT ROAD, 53rd 63rd and KENSINGTON.

A cool inviting lake, with bathers on the glistening sands and a saucy sailboat offshore are presented in a striking manner in the June poster of the South Shore Line.

In the foreground the crest of a dune is shown, surmounted by an oak with lavish summer foliage. The colors of the poster are most attractive and present a very alluring whole.

The poster is entitled "Indiana Dunes, by South Shore Line" and was painted by Ivan Beard. It is the first poster by Mr. Beard used by the South Shore Line and speaks well for his ability in this form of art.

The Dunes are proving more popular this Summer than ever in their history. Throngs of persons enjoyed the sands and woods of Indiana Dunes State Park during the Memoiral Day holiday and in recurrent numbers on following week-ends.

Yes

Head of the House: "See here, my man; who the devil told you to plant all that new shrubbery in my front yard?"

Gardener: "Your wife, of course."

H. of H.: "Mighty pretty isn't it?"

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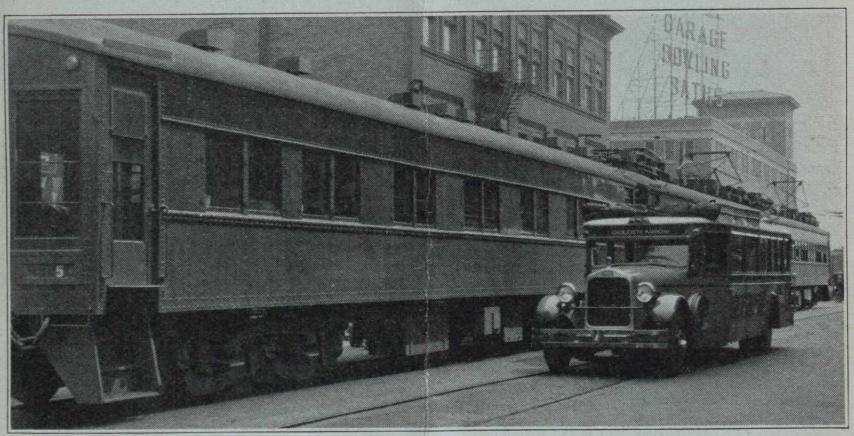
...h Shore Lines

...y for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 2. JULY-AUGUST, 1927 Nos. 9-10

Non-Stop Motor Coaches Connect South Shore Line With Detroit



One of the new Golden Arrow coaches shown making a connection at South Bend with a South Shore Line train.

NEW motor coach service which will enable passengers to travel from Chicago to Detroit in eight and one-half hours in conjunction with the service of the South Shore Line has been established by the Shore Line Motor Coach Company, subsidiary of the railroad.

Passengers from Chicago leave that city at noon and transfer to non-stop coaches at South Bend for Detroit. Coaches from Detroit also leave at noon and connect with South Shore Line trains at South Bend, arriving in Chicago in time to spend a full evening.

Coaches in this new service are of the latest type, with toilet and washroom facilities, over-stuffed air cushioned seats, observation compartment in the rear and baggage compartment inside the coach. The new route is known as the "Golden Arrow" and has already demonstrated its popularity with travelers between the automobile city and Chicago.

The Golden Arrow service is the finest motor coach service ever offered. After a fast ride on the high-speed trains of the South Shore Line a fast motor coach ride through a country of scenic beauty is afforded through Michigan. South Shore Line trains connecting with the coaches in each direction carry dining cars, making it possible for patrons of the new service to eat either their noon or evening meals en route.

Schedules of the de luxe motor coaches have been so arranged to provide a minimum of waiting time in either direction at South Bend. Rates have been established making through tickets available to residents of all cities served by the railroad, on the new through coach route.

Coaches Large and Roomy

Only 25 passengers will be accommodated in the new coaches, providing additional room for passengers. Thirty is the usual capacity of interstate motor coaches. All seats are reserved and when their quota has been exhausted no more tickets are sold for the run.

One trip each way is made daily, leaving time of the schedules being arranged to

Another view of a Golden Arrow coach, making non-stop run to Detroit.

allow patrons to devote the entire morning in either of the terminal cities. The Golden Arrow will carry passengers direct to the center of the hotel district in Detroit, the company's station being located at 249 Bagley avenue.

The three convenient South Shore Line stations downtown in Chicago and two south side stations make the downtown section of that city as well as the south side convenient to patrons of the service.

Fares and schedules of the Golden Arrow service will be found in an adjacent column of this issue.

RATES OF FARE—
GOLDEN ARROW ROUTE

Between		One Way
Chicago and Detroit		$7.50
Kensington	"	7.15
Hammond	"	6.90
East Chicago	"	6.85
Gary	"	6.55
Michigan City	"	5.65
South Bend	"	5.00

Round Trip between Chicago and Detroit $14.00

South Shore Line Employes Enjoy First Annual Outing

Between six and seven hundred employes and their families of the South Shore Line held their first annual outing at Hudson Lake on July 28. The many attractions of that resort were enjoyed to their utmost by the picnickers and in addition a baseball game and other athletic contests were a part of the program. The outing was held under the auspices of the South Shore Line Company Section, A. E. R. A., employes' organization.

Quite True

Employer: "Sorry, Miss, but we are not in need of any more work just now."

Fair Applicant: "But I'm sure the little work I'd do wouldn't make any difference."

"GOLDEN ARROW" SCHEDULE

CHICAGO TO DETROIT

Central Standard Time—
One Hour Slower Than Daylight Saving

		A.M.
Lv	**CHICAGO, ILL.**	
	via Chicago So. Shore & So. Bend R. R.	
"	**Randolph St.** (I. C. Sta.)	11.00
"	**Van Buren St.** (I. C. Sta.)	11.02
"	**Roosevelt Road** (I. C. Sta.)	11.04
"	**53d St (Hyde Park)** (I. C. Sta.)	11.11
"	**63d St. (Woodlawn)** (I. C. Sta.)	11.14
"	**Kensington (115th St.)** (I. C. Sta.)	11.23
"	**Gary**	12.00
"	**Michigan City**	12.37
Ar	**SOUTH BEND**	1.33

Lv	**South Bend** via **The Golden Arrow**	
"	**South Bend**	1.35
Ar	**DETROIT** (C.T.)	7.30
Ar	**DETROIT** (E.T.)	8.30 P.M.

South Shore Line Train Carries Diner

DETROIT TO CHICAGO

Lv	**Detroit** via **The Golden Arrow**	A.M.
"	**Detroit** (249 Bagley Ave.) E.T. (Noon)	12.00
"	**Detroit** (249 Bagley Ave.) C.T.	11.00
Ar	**SOUTH BEND**	4.50

Lv	**SOUTH BEND** via Chicago So. Shore & So. Bend R.R.	
"	**South Bend**	5.00
"	**Michigan City**	5.51
"	**Gary**	6.30
Ar	**Kensington (115th St.)**	7.02
"	**63rd St. (Woodlawn)**	7.13
"	**53d St. (Hyde Park)**	7.16
"	**Roosevelt Road**	7.25
"	**Van Buren St.**	7.27
"	**Randolph St.**	7.30
Ar	**CHICAGO, ILL.**	P.M.

South Shore Line Train Carries Diner

New South Shore Line Cars In Service

Interior of a new South Shore Line passenger car showing new type seats.

The first of twenty new cars purchased by the South Shore Line have been placed in regular service. The outstanding feature of the new equipment from the standpoint of a passenger is the new type seats with which they are equipped.

The seats are designed with a view toward the utmost comfort for riders. They are of the easy chair type, with high backs and arms and deep cushions. They are finished in gray checked velour of a fine texture and are very comfortable. An idea of the style of the new seats may be had from the above photograph.

Ten of the new cars are of the trailer design and the balance are equipped with motors. They are designed for multiple unit control, a trailer being operated with a motor car. The trailers have been equipped with control equipment so that they may be operated on the front end of a train if necessary.

All of the cars have been built with the Pullman type smoking compartment, enclosing the smokers' section from the rest of the car. This design was used for the first time when the present passenger equipment was built for the South Shore Line and its great popularity warranted its use in the new cars.

The exterior of the cars and their other equipment is almost identical with the cars first purchased from the Pullman company, their use having proved the efficiency of their many new features. Instead of paint and varnish, used to cover the exteriors of the passenger cars first bought, the new cars are finished with duco lacquer, which has been tested in the company's shops and found to be adaptable for this type of equipment.

The cars, both motor cars and trailers included, represent an investment of approximately $745,000.

Seeking Pleasure?

Are you looking for a spot for an outing of a day or a week duration? The Outing and Recreation Bureau, 72 W. Adams St., Chicago, has every spot in the great metropolitan area listed for your information. Call in person or phone State 0080.

CHICAGO RODEO TO THRILL THOUSANDS

Sports and feats of daring of the western plains will be brought to Soldiers Field, Chicago, August 20 to 28, when the world's championship rodeo will be held there under the direction of Tex Austin, veteran promoter and manager.

Forty thousand dollars in cash prizes and trophies will be distributed to the most skillful of the cowboy and cowgirl riders. A tribe of Flathead Indians will be brought from their reservation to entertain rodeo visitors with native war dances.

Tex Austin, who is from La Vagas, N. Mex., is managing the big event under the auspices of the Chicago Association of Commerce. More than a half million persons attended last year and arrangements are being made for an even greater number this year.

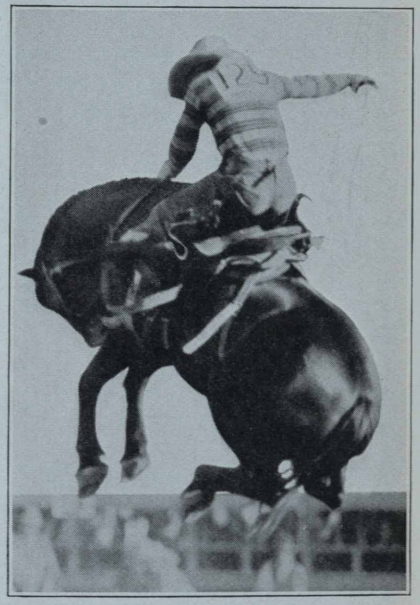
Untamable broncos which take great delight in trying to kick, bite or buck to death anyone who tries to ride them have been gathered for the contests. Wild steers will vie with the mettle of the riders. Fancy roping and tying will be displayed by the cowboy experts. Between one and two hundred of famous cowboys and cowgirls from all over the west will take part. Many of them are winners of other rodeo contests in the cow country.

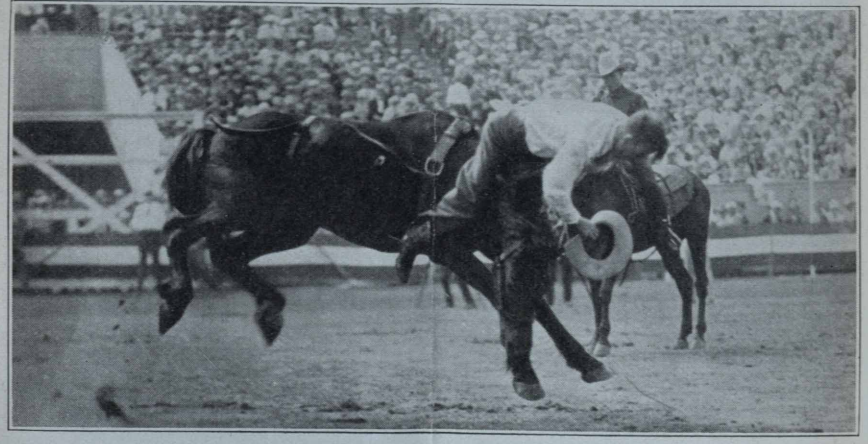
Thrills galore are provided at every performance of the rodeo, which will be given in the afternoons and evenings during the week.

The Stadium is directly reached by the South Shore Line. Trains of this railroad take you to the Roosevelt road station, which is at the stadium.

Ride 'im Cowboy!

"Buck" Lucas, one of the champion rodeo riders, is shown in the picture below trying to subdue the fiery "Red" Grange, outlaw cow pony. Below another one of the riders who will appear at the Chicago rodeo has accepted defeat and is trying to find a soft spot to light on.





Bartlett To Market Lake Front Land

AT LAST the metropolitan district of Chicago is to have an entirely new, up-to-date, close-in waterfront development, on Lake Michigan.

One of Chicago's largest real estate operators, the Frederick H. Bartlett realty company, is spending hundreds of thousands of dollars in permanent improvements in one of the most beautiful tracts of Lake Michigan shore property. It is located just west of Michigan City and is connected with the Chicago Loop by fast South Shore Line trains to downtown Chicago. Improvements already started include:

Miles of paved streets;

Winding avenues;

A new station;

Beautiful, permanent homes;

A 3,400-foot public beach, said to be the largest ever dedicated by any Chicago real estate firm;

Public parks and playgrounds.

Although this great improvement program is well under way, so extensive are the plans that no official formal-opening date has as yet been announced by the firm. Yet the great public interest aroused by this activity is resulting in a flood of inquiries for advance information, according to Bartlett Company officials.

It is interesting to note why and how the Bartlett company selected this lake front tract for development. This firm has been established for 29 years, and has merchandised more than 500 property projects to scores of thousands of investors. With resources of over $15,000,000 and years of experience at their command, Frederick H. Bartlett, (founder of the concern and still its active head) the officials of the company believed that timeliness and a growing demand for waterfront property combine to create the necessity of such a development in the Chicago district.

Explains Marketing Policy

How large volumes of business, economy, and efficiency in administration make it possible to prepare this tract for public distribution at low prices on easy terms was explained recently by Robert Bartlett, vice-president and general manager of the firm.

"Our new Lake Shore development," he said, "is another example of how the small realty investor can benefit by the services of a large responsible firm the cash resources of which make possible the acquiring of best located properties at low figures; and large volumes of business and quick turnover make possible the distribution of such property at low prices on easy terms."

A view through the trees at Lake Shore, Bartlett subdivision.

Paw Paw Lake Popular Summer Vacation Spot

ARE YOU looking for a vacation spot where you can enjoy an early morning plunge, play a round of golf and then return to a good, wholesome meal—with vegetables actually taken out of the garden a few minutes before they are cooked and fruit that has just been picked from the trees? If so, you will find no other place that offers you all these things at such astonishingly low prices as does the Paw Paw Lake region in southwestern Michigan.

A beautiful drive along the south shore of Paw Paw Lake in southwestern Michigan, where the summer vacationist can enjoy life and be at peace with the world. Boating, fishing and bathing are among the many pleasures of an outing here.

Luxurious motor coaches of the Shore Line Motor Coach Company skirt the edge of Paw Paw Lake, reaching some of the most attractive summer resort hotels and serving the towns of Coloma and Watervliet, just one mile from the lake. This beautiful body of water, about three miles long and a mile wide, has heavily-wooded shores, with many of the trees hanging over the water's edge. Here boating, bathing and fishing are enjoyed to the fullest extent in a setting that any lover of nature cannot help but appreciate.

Shore Line motor coaches take you over 110 miles of one of the most scenic highways in America to either Coloma or Watervliet—the entrances to Paw Paw Lake. The trip in one of the big parlor-observation coaches is most delightful because of the exceedingly interesting territory through which you pass. Leaving the Chicago Loop from either the North Shore Line station at 223 South Wabash Avenue or the Auditorium Hotel, Michigan Boulevard and Congress Street, you glide through the great industrial district of Gary, the dunes region of northern Indiana and the great fruit country of southwestern Michigan.

The ever-changing scenery keeps you alert and interested throughout the six hour motor coach trip. Of course a quicker way to reach your destination is to take a high-speed electrically-operated South Shore Line train from Chicago to Michigan City, Ind., and there board a waiting motor coach. You will save one hour of traveling time by this optional method.

At Paw Paw Lake you will find entertainment and recreation of every sort, comparing favorably with the facilities offered by any other summer resort in the country. One of the finest 18-hole golf courses in the state of Michigan is located here. Although the club has a private membership, summer visitors are extended a hearty welcome and playing privileges at the very low cost of $5 a week.

Bathing is excellent in both Paw Paw Lake and the winding Paw Paw River. There are high dives, chutes, slides and other equipment to tempt the more daring. The evenings are most delightful, with colorful sunsets in this countryside of rare natural beauty.

The young people find that there is never a dull moment at Paw Paw Lake, for there are three large dancing pavilions with peppy orchestras to liven things up a bit. The Crystal Palace, Woodward's and Edgewater are all centers of attraction during the long summer evenings for many of the older ones, as well as for members of the younger set. And while the parents are enjoying themselves during their stay at Paw Paw Lake, they need not worry about the children, for many of the hotels have competent nurses to care for them. Here the youngsters can enjoy a large playground under beautiful shade trees while father plays a round of golf and mother goes boating or bathing.

GARY IS HOST TO MANY OF INDIANA'S BEAUTIES

Twelve beautiful girls, the pick of the larger cities in Indiana, journeyed to Gary by South Shore Line July 29, where they took part in the final contest for the honor of becoming Miss Indiana, and representing the state in the national contest in Atlantic City, next September.

As the guests of Mayor Floyd Williams, and with Miss Frances Kennedy as chaperone, the girls were feted at Gary and on July 30 the finals were held at Gay Mill Gardens.

Miss Hilda Koch, "Miss South Bend," was successful in being chosen as queen of the state and was awarded the coveted crown. She is a brunette, 19 years old, and quite attractive.

Others who attended the meet and the cities they represented were: Misses L. Tanco, Lafayette; Irene McKenzie, Lebanon; Evelyn Fiegel, Fort Wayne; Ruth McDonald, Anderson; Harriet Rouse, Muncie; Anna May Owens, Gary; Helen Edwards, Logansport; Loretta Donnelly, Kokomo; Alma Oliphant, Vincennes; Althea Bennett, Terre Haute and Hazel Grant, Hammond.

The party of girls traveled to Gary on the Illinois Limited of the South Shore Line and were the guests of the Post-Tribune, of Gary, and the Gay Mill Gardens, Tom Johnson, proprietor.

GRATEFUL FOR AID ON COOLIDGE VISIT

The following letter has been received by Thomas G. Hamilton, assistant general manager of the South Shore Line, from Walter J. Riley, head of four banks in the Calumet district, thanking the company for aid rendered in the reception of President Coolidge on his recent visit to Wicker Park.

My dear Mr. Hamilton:

In behalf of the Wicker park police and traffic committee, we wish to thank you and your organization for the splendid cooperation given before, during and after President Coolidge's visit to this region this week.

The fact that the day passed without a single accident, that everything moved along smoothly and with not the slightest inconvenience to the President and his party, is due in no little measure to the assistance given to us by your organization.

In addition to the thanks of the committee, as chairman I wish to record my expressions of personal appreciation for what you and your men did.

With all kindest regards, I am,

Very cordially yours,

Walter J. Riley.

The South Shore Line transported a number of the special police who guarded the President on his visit to the Calumet region, as well as many persons who attended the park dedication.

Indiana bathing beauties who vied for the crown of "Miss Indiana," to compete in the national beauty show at Atlantic City. "Miss South Bend," Miss Hilda Koch, won the honors at the Gay Mill gardens. She is third from the left in the above photograph.

INDIANA REALTORS WILL GATHER AT MICHIGAN CITY

More than 600 realtors are expected to attend the fifth annual convention of the Indiana Realty Association to be held in Michigan City on Sept. 14, 15 and 16, according to estimates by Attorney Matt J. Kenefick, general chairman of the convention. An interesting and unusual program for the three days' gathering has been arranged.

William L. Harding, popular ex-governor of Iowa, and eminent speaker; James E. Watson, Indiana's senior senator; and Parker Webb, prominent realtor of Boston, will be among the luncheon and dinner speakers. Other features of the business sessions will be group conferences to be held on the sites of the larger subdivisions, when talks will be given by Leroy Kenevel, treasurer of the Frederick H. Bartlett Realty Company; and Axell Lonnquist, president of the Lonnquist Realty Company, both of Michigan City and Chicago districts.

The conventioners will be entertained the first day of the gathering at Long Beach Beautiful on Lake Michigan's shore with a golf tournament at the Long Beach Country Club in the afternoon, and a dinner and entertainment at the club house in the evening. The second and third days' activities will be held at the Oasis, largest dance hall in northern Indiana, also located on Lake Michigan's shore.

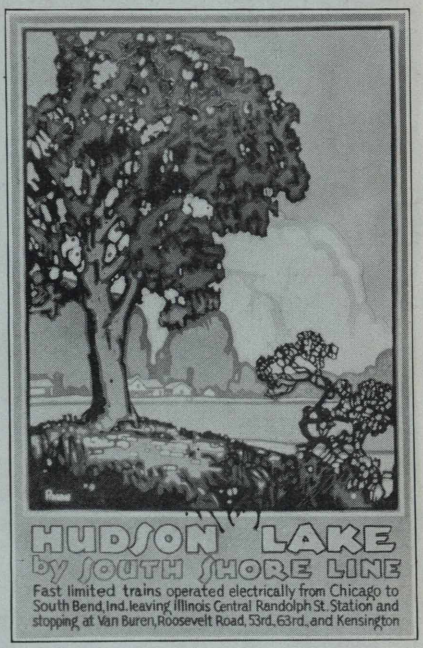
Many special parties and events have also been planned for the wives and friends of the realtors under the direction of Mrs. H. R. Misener.

C. H. Summers, of Gary, is president of the Indiana Realty Association, while H. R. Hofford of Indianapolis is the executive secretary. Cities to be represented at the convention include Anderson, Elkhart, Evansville, Fort Wayne, Frankfort, Hammond, Gary, Indianapolis, Kokomo, Lafayette, Logansport, Michigan City, Mishawaka, Muncie, Richmond, South Bend, Terre Haute, Indiana Harbor, Marion, Connersville.

Fishermen, Attention

If you are a disciple of Isaak Walton you will be interested in knowing that the Outing and Recreation Bureau, 72 W. Adams St., has a complete list of lakes and rivers within short distances of Chicago where good fishing can be had. Call in person or phone State 0080.

JULY POSTER


HUDSON LAKE
by SOUTH SHORE LINE
Fast limited trains operated electrically from Chicago to South Bend, Ind. leaving Illinois Central Randolph St. Station and stopping at Van Buren, Roosevelt Road, 53rd, 63rd, and Kensington

The inviting waters and shores of Hudson Lake, popular South Shore Line outing site, were graphically shown in the lithographed poster of the railroad posted during July.

A giant oak in the foreground, on the shore of the lake, dominated the poster, which is reproduced above.

Among the many attractions of Hudson Lake are bathing, boating, dancing and fishing. Tables are supplied for picnic parties or they may also spread their dinners in the cool shade of the many trees which fringe the shore of the lake.

Cooling breezes provide surcease from the summer sun. A bath house and field for baseball and other outdoor sports can be used by visitors to the lake.

The poster reproduced above is by Leslie Ragan, prominent Chicago artist. A second of Mr. Ragan's posters is being used by the railroad this month to depict the ever increasing attraction of the beautiful Dunes region served by the South Shore Line.

Nervous Boy

Anxious Mother: "And is my boy really trying?"

Tired Teacher: "Very."

INDIANA STATE LIBRARY

South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. SEPTEMBER-OCTOBER, 1927 Nos. 11-12

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eauty At Its Height In Fall

NT in the countless shades of Fall colors, the white cling in the Autumn sunlight and the chill waters of g the shore, this season brings to the Dunes their bravest array of beauty.

In the Spring the green of unfolding leaves and grasses softly shaded from the palest to the deepest provides the motif for nature's decoration. As the season advances flowers add their beauty to the deep glens and the sandy plains. Plumage of the feathered Dunes visitors furnish splashes of color for the ensemble.

But in Autumn the riotous reds, yellows browns, and other vivid colors appear with the frost. Scarlet pennons atop the sand hills prove to be the waving leaves of a sumac thicket. Sands of the uncovered dunes slopes whisk lazily in an eddy of the Autumn wind.

In the wild rice fields migrating waterfowl and other birds pause for food on their annual flight southward. In one of the dales an oak thicket is host to a scolding flock of blackbirds. A squirrel, patiently annoyed by this raucous interlude, scurries along the ground to a quieter shelter there to better pursue his labors in preparing for the Winter.

Down a nearby trail comes a group of hikers, warmly dressed and leisurely enjoying the many wonders of the region. A tuft of white appears for an instant in their path as a rabbit startled by their approach dodges into the undergrowth which borders the trail.

Comfort, beauty, peacefulness, rest or exercise, an insight into Nature at its best—these are some of the many attractions of the Dunes. Unless one has experienced a trip to the region it is hard to conceive its great lure for persons bound by the humdrum routine of a business world.

Low round trip rates to Tremont, Wilson and Miller on the South Shore Line make the service to the Dunes popular. The hourly trains provide convenience. Rates are Chicago to Tremont (Gateway to Indiana Dunes State Park), $2; to Wilson, $1.75 and to Miller $1.50. An interesting illustrated folder describing the Dunes and detailing trails into the region can be obtained free from the Outing and Recreation Bureau, 72 W. Adams St., Chicago.

GOLDEN ARROW SERVICE FOUND MOST ENJOYABLE

Golden Arrow non-stop motor coach service between Chicago and Detroit in conjunction with South Shore Line trains, recently inaugurated, has proven very popular with travelers.

Travel has been heavy on the united rail and coach service which combines a fast ride on the South Shore Line between Chicago and South Bend with an enjoyable non-stop motor coach trip through the beautiful country between Detroit and South Bend.

The run is made in eight and one-half hours and patrons are taken from downtown Chicago to downtown Detroit, eliminating taxicab fares in either city thus adding to the convenience and economy of the service.

Many letters have been received by the motor coach company as well as the railroad complimenting the management on the de luxe service. The following communication from two residents of Waukegan, Ill., who made the trip is typical of many of the letters:

Knowing that most people like to hear when their customers or patrons are satisfied with the service I take this opportunity of expressing the thanks of both my mother and myself for a wonderful trip on your line and the new Golden Arrow motor coach to Detroit.

We left your Randolph street station at noon, had a delightful luncheon on the train, and the ride in one of your new parlor-like cars was most delightful, despite the fact it was a very warm day.

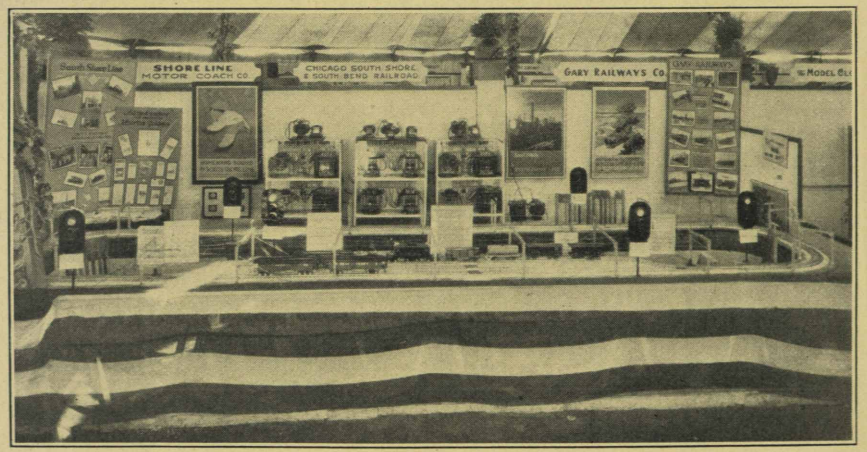
We arrived at South Bend at 2:30 and were met there by a porter who

(Continued on page 7)

MODEL RAILROAD DRAWS LARGE CROWDS AT SHOWS

One of the most interesting exhibits at the Greater Gary Exposition and the East Chicago-Indiana Harbor Exposition recently held in those cities was the display of the South Shore Line, judging from the many persons who inspected it and their comments.

The exhibit consisted of a working model of the South Shore railroad, with both passenger and freight trains, high speed turnouts and switches and an exact reproduction of the signal system of the railroad.



South Shore Line Exhibit at Gary Exposition.

The trains were operated over sixty-five feet of track, through switches, giving a clear demonstration of the operation of the railroad to those who were not familiar with railroad practices. Power was supplied to the trains through a specially constructed catenary overhead system, suspended from structural bridges, similar to those used on a portion of the South Shore Line right-of-way.

The track over which the trains operated was in the shape of an oval, with the curves banked at each turn, permitting fast operation. Pantographs were built on the motor cars to collect the power for the trains and lights on their interior gave an exact semblance of the regular railroad equipment.

Track circuits of electricity operated the signals which flashed alternate green, yellow and red warnings as the trains sped around the track. As the train crossed a certain point on the track the signals changed automatically, warning a train which followed of the foregoing train.

To many unfamiliar with the service and operation of the South Shore Line the exhibit proved most interesting and to others who are patrons of the railroad was an opportunity for becoming more familiar with the safeguard of the signal system. During the entire session of both expositions the South Shore Line booth proved to be a center of attraction.

It is planned to exhibit the model in other cities served by the South Shore Line in the near future, due to the widespread interest which it encountered at Gary and East Chicago.

MRS. OLIVE MAINE FORMS NEW SCHOOL OF OPERA

Mrs. Olive Maine, widely known teacher of voice and who for many years was a member of the Chicago Opera company, has established the Olive Maine School of Opera on the third floor of the building occupied by the South Shore Line as a station in South Bend.

Mrs. Maine has been most active in South Bend for several years past in music circles and voice culture and her new advancement in the art is hailed by students and music enthusiasts of the St. Joseph Valley with acclaim.

"I feel that the trained vocalists of South Bend should have a place where they may have tryouts in some of the worthwhile phases of her art," Mrs. said in discussing her new move.

"With this in view I have fitted up the spacious quarters converting it into a large studio, equipped with a suitable stage, and provided with everything necessary to present productions of merit."

Offer Low Rates To Foot Ball Games

THE University of Notre Dame football team has launched forth on a characteristically hard schedule with the same spirit and success which has marked the play of the men of Knute Rockne for the past several years.

"The Fightin' Irish", as the team is more popularly known, won their first victory from the Coe college team by a score of 28 to 7, the game being played in Cartier Field, South Bend. Two of the most important games on the schedule this year are to be played at South Bend and a third in Chicago, giving residents of this section of the country a chance to see the squad at its best.

The full 1927 schedule is as follows:

Oct.	1	Coe College at Notre Dame
Oct.	8	University of Detroit at Detroit
Oct.	15	U. S. Naval Academy at Baltimore
Oct.	22	Indiana University at Indianapolis
Oct.	29	Georgia Tech. at Notre Dame
Nov.	5	Univ. of Minnesota at Notre Dame
Nov.	12	U. S. Military Academy at N. Y. City
Nov.	19	Drake University at Des Moines
Nov.	26	University of Southern California at Chicago (Soldiers Field Stadium)

The South Shore Line will have a special round trip rate of $3.65 round trip between Chicago and South Bend for the Georgia Tech. and Minnesota games and between South Bend and Chicago for the Southern California game.

This year the Rockmen are counting on Christy Flanagan, Ray Dahman, John Niemic and Ike Voedisch, veterans who starred in last year's conflicts to uphold the record made by the "Four Horsemen" and other famous Notre Dame teams.

The Minnesota game will mark the annual Homecoming celebration of Notre Dame alumni and it is a foregone conclusion that the Irish will fight harder than ever in this important struggle. The rivalry between Georgia Tech. and Notre Dame has always been of the keenest and this fact will guarantee a fast encounter when these two teams meet.

Southern California, last year's Pacific coast champions, will come to Chicago prepared to avenge the sting of defeat administered by the Rockne warriors in last year's battle when Notre Dame played a post-season struggle in the "Sunshine State." It will be remembered that Notre Dame was behind by a score of 13 to 0 at the end of the third quarter and in the final period scored two touchdowns largely by the aerial route, besting the Californians by one point.

The University of Chicago team has six home games this year, out of a total of eight. Stagg Field has been enlarged to accommodate the many disappointed customers who in years past were unable to purchase tickets to the Maroon games.

The Chicago schedule follows:

Oct.	1	Oklahoma at Chicago
Oct.	8	Indiana at Chicago
Oct.	15	Purdue at Chicago
Oct.	22	Pennsylvania at Chicago
Oct.	29	Ohio State at Columbus
Nov.	5	Michigan at Chicago
Nov.	12	Illinois at Champaign
Nov.	19	Wisconsin at Chicago

Northwestern after tying Michigan for the Big Ten title last year has what some football experts consider the best chances for a winning football team in many years. The team is piloted by Coach Hanley, a newcomer to Evanston, and great things are looked for from the new mentor.

South Shore Line service is most convenient to the Notre Dame games at South Bend and in Soldiers Field. Street cars for Cartier Field, in South Bend, pass directly by the South Shore Line station in that city providing excellent service to the field. South Shore Line trains all stop at Roosevelt road station, at the Soldiers field stadium, site of the great intersectional game.

Patrons using the South Shore Line to Stagg field will find it most convenient to leave trains at Fifty-third street station, on the south side of Chicago, and walk directly west to the field. Randolph street station of the South Shore Line is a short walk from the Randolph street elevated station, in Chicago, where fast Rapid Transit trains may be boarded for Dyche stadium, in Evanston, home of the Northwestern "Wildcats."

Start Work On First Unit Of $3,000,000 Gary Gateway

Construction of the new $700,000 city hall in Gary is now under way. It is the first step in the proposed "Gary Gateway" program calling for a total expenditure of more than $3,000,000.

The improvements at Gary are all to be at the north end of Broadway, adjacent to the South Shore Line station. Mayor Floyd E. Williams, who turned the first spade of earth last month in starting the program said that the city hall will be one of the finest in Indiana, a most imposing structure.

It will be a three-story building and is expected to be ready for occupancy for the various city departments early in 1929. Many other fine buildings are planned for the "gateway" ensemble which will take the form of a memorial to the late Judge Gary.

O'Brien Varnish Made In South Bend

IT IS sometimes rather difficult to realize that the varnish used on the floors which you walk on daily is composed of raw materials imported from the far corners of the world or that the lacquered furniture about the home is finished with a compound made from the same basic ingredient used in the manufacture of TNT and other high explosives.

The average person knows but comparatively little and appreciates still less the part taken by paint and varnish products in the general development of civilization since the beginning of time. The nature of the materials which enter into the composition of these products are hardly known to the layman; yet paint and varnish products have much to do with a pleasant and happy existence. Without them there would not exist today the works of the great masters of art who lived centuries ago. One sees a beautiful picture, the preservation of the canvas and thinks only of the master; nothing at all being said about the actual materials which made it possible—paint, common oil and pigment.

The products of this great industry cover and hide from the eye the defects and weaknesses of all other crafts. The file marks, the poorly welded joints in the automobile body are made invisible by the use of paint and lacquer products. The saw and planer marks, the poorly fitted joints in furniture are hidden by the use of fillers, varnish, enamel, lacquer, etc. Even the radio, is made possible by the use of varnish products, the fine wire used in the winding of coils, the making of transformers, being insulated with baking insulating varnish of which there are millions of gallons used each year by the electrical industry.

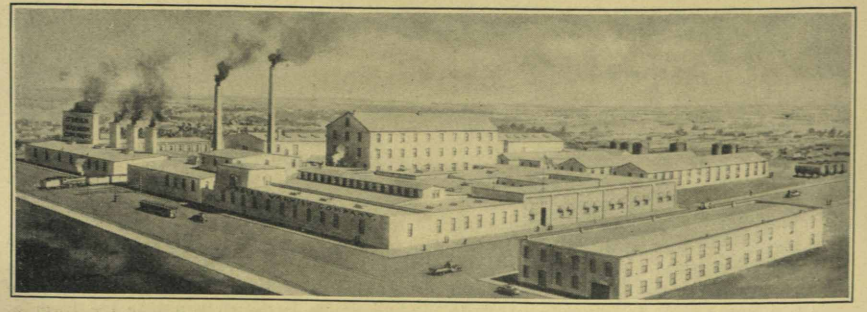
An Aid in War

The use of these products not only beautifies, but protects and preserves and renders certain features either visible or invisible as desired. Properly painted implements of war were rendered invisible, to the enemy, the present day landing fields for airplanes are, by the proper blending of colors, given the greatest possible amount of visibility, and so on. A person looks at a timepiece and sees the time recorded. The figures looked at are made visible by the use of varnish materials scientifically prepared and applied. The person sees the numbers, but never stops to think what made them possible. Too common to be considered. Even the luminous dial is rendered possible by the correct use of these materials. Varnish being the medium which holds the radium salts in place, making it possible to tell the time in the dark as well as in the light.

The home without any evidence of paint or varnish would indeed be a desolate place. Just visualize, if you can, all the furnishings in their natural state. Plain white walls, no pictures to create a cheerful, "homey" atmosphere and plain, natural wood furniture and wood work with no evidence of stain, enamel, lacquer or varnish to beautify.

This great industry touches most every phase of modern living. The materials used are direct products of the earth or vegetable life. The oils are direct vegetable or animal; the gums are the product of trees from all parts of the world while the pigments are products of lead, zinc, titanium, coal, oxides and inerts which are all natural earth deposits.

On a recent visit to the plant of the O'Brien Varnish Company at South Bend, Indiana a representative of this publication witnessed many of the processes entering into the manufacture of high-grade varnishes, paints, lacquers and other finishes made by this concern.



Plant of O'Brien Varnish Company, South Bend.

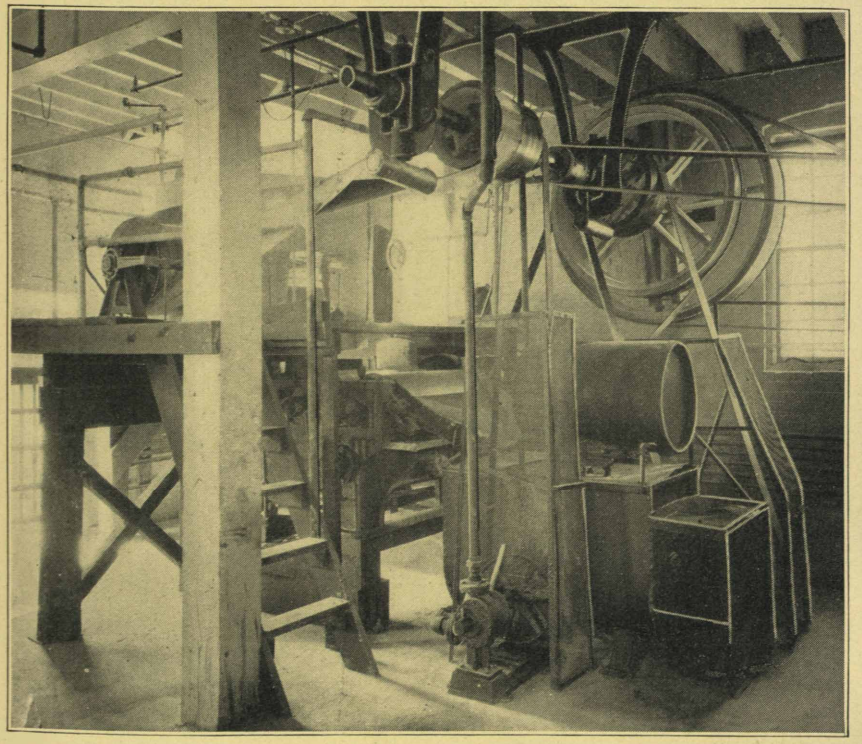
Gums Come From Far Places

On entering the plant, we were first taken to the receiving department where the many kinds of gums which form the basis of varied kinds and grades of varnishes are received and stored. Their wrappings immediately stamped them as having been procured in widely separated localities. One kind is delivered in woven wicker baskets, similar to those pictured in views of Hindu natives. Others are wrapped in burlap, with foreign addresses and notations on them. After the receiving room the visitor to the plant is next shown a long row of furnaces over which the "cooking" takes place. Here the gums and oils, which are imported from India, Africa, the West Indies, the Congo Free States, New Zealand and many other outposts of humanity are heated in large copper kettles to temperatures running as high as 700 Fahrenheit for many hours at a time in certain cases.

The furnaces are separated from each other in such a manner that from a distance they resemble a glowing row of eyes, with dancing, flickering flames, leaping over each other around the black pupils. Gas and oil are used in the cooking process because of their excellent adaptability to this particular type of heating.

Workmen watch the cooking vats, measuring the extreme heat by large thermometers especially constructed for the purpose. At a certain stage in the process the kettles are taken from the fire and the necessary thinners and reducers added to bring the material to the proper body or liquid consistency and the mixture is then allowed to cool.

One of the modern methods employed in the preparation of varnishes at the O'Brien plant is a process by which all sedimentary matter is removed from the liquids: Large centrifugal machines are used in this process which are practically identical in operation to the separators used in extracting cream from cow's milk. The varnish is run through these machines which have slices of discs revolving at a rapid speed on their interior and



Machine which combines dry color and varnish in the making of enamel in the O'Brien plant.

the sediment and other heavy matter in the fluid is completely removed.

Save Time in Manufacture

Before the invention of these centrifugal machines it was necessary to allow the varnish to stand in storage tanks for many many months until the sediment had precipitated to the bottom of the vats. The clear varnish was then drawn from the top, filled out into various sized containers and sold.

After this operation, the varnish is next pumped through large pipes into the storage rooms, long high-ceiling chambers lined on every side with immense tanks ranging in size to as large as 2,000 gallon capacity. As many as seventy-five various kinds of varnishes are stored in these tanks and, after proper ageing are drawn off as needed. The varnish is then ready for marketing and is placed in barrels, cans and other types of containers. The O'Brien Varnish Company manufactures more than 200 kinds of varnishes, enamels (which are made from varnishes) paints, stains, lacquers, oil colors, etc.

The first process in the paint making division of the O'Brien Varnish Company, the next visited, is the grinding of the pigment. Large stone mills are used in this process. The colored pigments are made into a heavy, slowly flowing mass by the addition of oils. This is run through the grinding machines, which consist of large stones slowly revolving in opposite directions, their flat, grooved surfaces crushing the pigment between them and in this way pulverizing it.

Another process used in the manufacture of paint in this plant is large cylindrical machines which are loaded with either steel or stone balls. The paint mixture is placed in the machine which revolves rather slowly, causing the rolling and falling steel or stone balls to act as pulverizers.

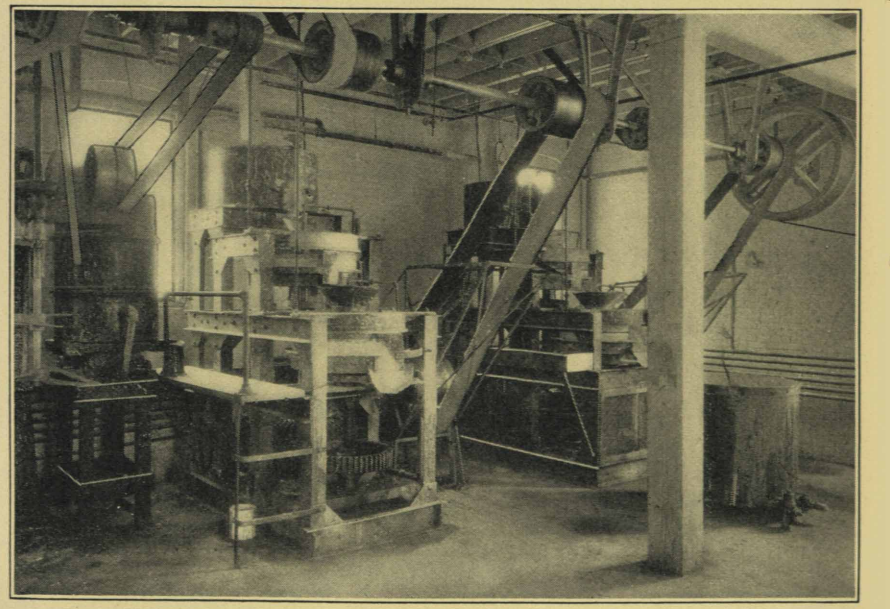
Pigment Enters Mixers

From the pulverizing machine the pigment mixture is then placed in large mixers, containing revolving paddles. At this point oils are added in the required quantities and the paint then thoroughly mixed to proper consistency.

From the mixers the paint is placed in cans and containers, ready for shipment.

Among the newer products now being manufactured by the O'Brien Varnish Company are lacquer and nitro-cellulose finishes. This plant is housed in a separate building and its process of manufacture differs materially from other surface protecting liquids.

The base of lacquer, which gives it its quick-drying qualities and extreme hardness and durability of texture, is contributed in part by a nitro-cellulose or "gun cotton" base. This material resembles cotton fibre in every way with the one exception of being highly explosive. It is made by nitrating ordinary cotton fibre in nitric and other acids.



Paint grinding machines, O'Brien Varnish Company, South Bend.

Finished Lacquer Results

The "cotton" is placed in a large mixing vat and chemicals which dissolve it are then added. After becoming fully dissolved the resulting colorless fluid is transferred to a second vat where pigment and quick-drying solvents are incorporated. After having been mixed in this vat the material is then ready for packaging.

The O'Brien Varnish Company maintains a most extensive and complete laboratory where new and better qualities and properties are continually being solved for incorporation in the products being manufactured. Careful and scientific tests are also made in this department of all products in their finished state, assuring the user of a high standard in all products bearing the O'Brien trademark. In addition to the laboratory where chemical tests are made, practical tests are conducted in another division of the plant. Here, every type of material on which the consumers might use the various O'Brien products are covered with the many finishes and subjected to the most severe tests imaginable.

The O'Brien Varnish Company was founded in 1876 by Patrick J. O'Brien who, previous to that time, was employed as a carriage painter in the Studebaker factories at South Bend. The business was first originated on a product known as an "Electric Primer" which was used in the finishing of carriages, buggies, etc. and affected a considerable saving in the amount of time and labor necessary to properly prime the surface by the methods in common practice at that time.

Business Grew Steadily

The business grew steadily from this beginning and varnishes and varnish products were soon added to the line and, for many years, were the only products manufactured. During the last quarter century, however, paints and other products have been added to the line from year to year, building it to its present-day diversification.

W. D. O'Brien, president, and George L. O'Brien, secretary-treasurer, sons of the founder, who is deceased, now manage and operate the plant. They have developed the business of the firm among the architectural, automobile and industrial trade until today its sales representatives cover the entire country and many warehouses have been established at vantage points throughout the states.

The company has, throughout its half a century of manufacturing, prided itself particularly on the high quality of its products and great care is exercised in all manufacturing processes to keep the standards constantly uniform.

GOLDEN ARROW SERVICE FOUND MOST ENJOYABLE

(Continued from page 1)

carried our bags to the waiting coach which left South Bend at 2:35. The ride in the new Golden Arrow coach was indeed a delight and pleasure that far exceeded our fondest hopes.

The driver, Mr. Wade, was most courteous and exceedingly careful in driving and we just sat back in the comfortable seats and enjoyed every minute of the non-stop run to Detroit, through the wonderful country. While we did not lose any time we traveled at such a rate of speed that we were enabled to see and enjoy the scenery en route. We arrived in Detroit 15 minutes ahead of our schedule.

After a delightful week in and around Detroit we left on September 16 at noon and had another delightful ride, this time piloted by Mr. Koontz, who was equally as courteous and careful as Mr. Wade. We arrived in South Bend at 4:50 p. m. and at 5:00 boarded the train for Chicago, enjoying a most delicious supper en route and arriving at Randolph street at 7:30, right on time.

We have been telling all our friends of this wonderful way to go to Detroit, recommending it to any one seeking a pleasant, clean, comfortable way to travel, and surely hope to make the trip again ourselves.

We first knew about the service through the North Shore Bulletin, which we always read, and then we wrote for information and folders concerning the trip. We both would also like to say that the service in the dining car, both going and coming, was excellent.

Sincerely,
Mrs. H. Edwards,
Ann R. Edwards.

Decrease Running Time

A decrease in running time between Chicago and South Bend of three minutes on regular limited trains was incorporated in the new South Shore Line train schedule which went into effect with the change from daylight saving to standard time in Chicago. Two late trains make the run between the two terminals in two hours and ten minutes and two hours and fifteen mintes, respectively, the faster of the two leaving Chicago at midnight for after-theatre patrons. Ten dining car and parlor observation car trains daily are operated.

OGDEN DUNES POPULAR AS HOME SUBDIVISION

One of the most inviting real estate subdivisions on the South Shore Line is that known as Ogden Dunes, located at Wickliffe station. The tract which is being sold to homebuilders at the present time is 78 acres in extent; rolling, wooded and ideal in every way from a residence standpoint.

Altogether the Ogden Dunes company holds 770 acres of this attractive Dunes country, much of which will be sold to prospective residents. The present subdivision, which is the first to be placed on the market by the company, is nearly exhausted.

Among the purchasers of land in the subdivision is the Wood Crested Dunes association, formed of members of the Prairie Club and other Dunes enthusiasts. Their purchase was made necessary because of the fact that their headquarters and homes in Dunes State Park will be taken over by the park after a period of years, and the Prairie Club members, in preparing for the future, chose the Ogden Dunes site for its beauty and charm.

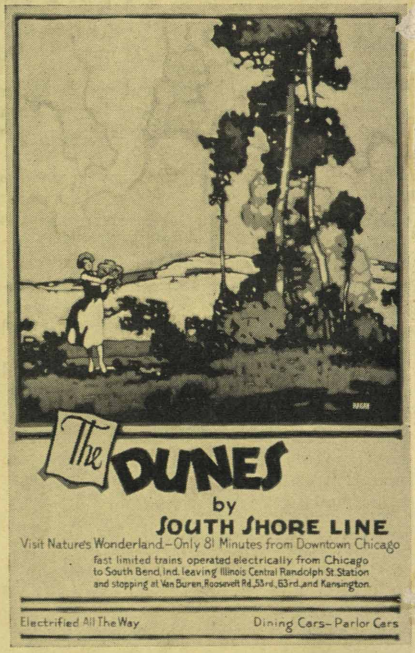
Ogden Dunes has been incorporated as a town by its founders, among whom are Samuel H. Reck of Gary, president; and Herbert Page, Chicago attorney, vice-president. H. Walton Heegstra, with offices in the Bell building, Chicago, is in charge of the marketing of the tract.

Among other things which have been planned for Ogden Dunes is a nine hole golf course, covering between 60 and 70 acres, and a $350,000 yacht harbor at the mouth of the Burns canal, a permit for the construction of which has been obtained from the federal government.

The plans for the yacht harbor, the only one contemplated between Chicago and Michigan City, call for a channel 1,500 feet long and 700 feet wide with a minimum depth of 16 feet. A measure of security is offered in the provision for retaining walls on either side and also two breakwaters 300 feet from the channel mouth. The location is just 28 miles from the Municipal Pier, Chicago.

Development of the Ogden tract is proceeding after a plan which calls for preservation of the natural contour of the ground which is of unusual formation and of which 90 per cent is wooded. An architectural board will pass upon all plans for homes and landscaping. A group of ten homes with a minimum cost of $10,000 each was recently completed and material is on hand for the construction of a number of additional houses.

CURRENT POSTER


The DUNES
by
SOUTH SHORE LINE
Visit Nature's Wonderland—Only 81 Minutes from Downtown Chicago
fast limited trains operated electrically from Chicago to South Bend, Ind. leaving Illinois Central Randolph St. Station and stopping at Van Buren, Roosevelt Rd., 53rd., 63rd., and Kensington
Electrified All The Way
Dining Cars—Parlor Cars

The above reproduction in black and white gives an idea of the beauty of the current South Shore Line advertising poster. Vivid Autumn colors are used in the poster, which is by Leslie Ragan, and which exhibits to those who have never seen them the glories of the Dunes in the Fall.

The poster is one of a series which are posted at frequent intervals at South Shore Line stations and at all Chicago Rapid Transit Company stations in Chicago, typifying in attractive colors many of the attractions in the territory served by the railroad.

In competition with many other advertisers of national renown one of the South Shore Line posters was recently awarded two gold medals in the annual exhibit of the Art Directors Club, at the Art Center, New York City. Designs by the most prominent poster artists in the country are used for the South Shore Line series.

Art societies, art teachers and others interested in painting are constantly asking for samples of the posters for use in exhibitions and in classrooms. Letters accompanying the requests are profuse in their praise of the handsome lithographs.

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 2. NOVEMBER, 1927 No. 13

Hope to Own a Home? Here's a Help!

GREATER Chicago has an Own Your Own Home Bureau, now ready with its free service to the home-seeking public at 72 West Adams street, in the heart of the Loop. You are invited to come in and use it.

The purpose of this bureau is to give out accurate facts about home location, planning and financing over the Greater Chicago area, 75 miles in all landward directions from the city.

Already such materials as geographic and climatic conditions, distribution of population, special advantages of certain communities, transportation and other public utility facilities, and facts about building and financing a home, have been gathered. The experts in charge of the Bureau have at their fingers' ends virtually everything you, as a prospective home owner, will want to know about your chosen district.

Primarily for Home Builders

Not only laymen, but real estate men, architects, builders and community organizations will find the Own Your Own Home Bureau a reliable and satisfactory source of exact data. The primary aim of the organization, however, is to encourage home building, and necessarily its activities are confined strictly to one and two-family buildings.

"In this large area there are many localities from which to choose the location for a home," said Ernest J. Teberg, director of the bureau. "Distance to employment in min-

(Continued on Page 7)

Way to a New World

One who has never seen the Dunes has no conception of their beauty. He thinks of them as mere sand hills, of bare, glistening sand—a veritable Sahara. If he skirts the Dunes in a train . . . he can see not only the great hills of glistening sand but also the belts of forest, trees and other vegetation, with the sides bordered by vegetation. If his curiosity is sufficiently aroused to take a trip through the Dunes, he will find himself in a new world.

Geo. A. Brennan in "The Wonders of the Dunes."

SPECIAL FARES, TRAINS GREET FOOTBALL MONTH

FOOTBALL with its crowds and color, its smash and thrill, brilliant victory and game defeat, rules November.

It is only homage to the King to follow the game—and the South Shore Line, with great gridiron battles at either end of its route during the football month, has joined the procession.

Special trains and an attractively low round trip rate of $3.65 between Chicago and South Bend for the two remaining home territory games of Notre Dame's "Fighting Irish" have been arranged for the benefit of fans in the territory.

For the Minnesota-Notre Dame game at South Bend Saturday, November 5 (Homecoming Day), when "Pile-driver" Joesting

(Continued on Page 7)

Stock Show Nov. 26; Lowered Rate Offered

Farmers and stockmen from virtually all over the world will gather in Chicago November 26-December 3 for the 28th International Live Stock Show, premier of all the country's agricultural expositions.

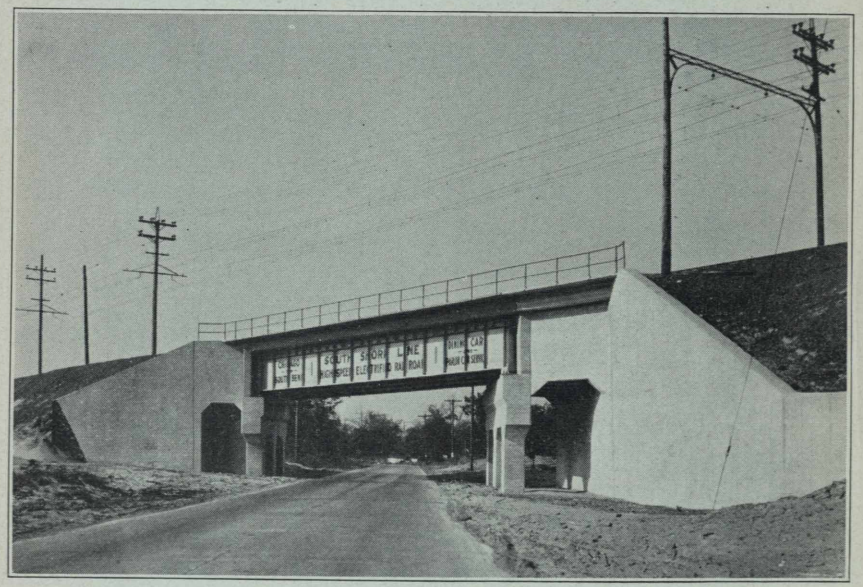
Beef cattle, horses, sheep and swine, 11,000 of them of forty different breeds will be on exhibition at the Stock Yards pavilion, and more than 5,000 samples of grains, hay and seed will be entered. Premiums for all events will total $110,000, according to announcement.

Evening Shows Arranged

The United States Department of Agriculture will show a number of large educational displays, and state experiment stations will present results of their work the past

(Continued on Page 6)

New South Shore Line Bridge At Gary



THIS is the new steel and concrete bridge over the Industrial Highway west of Gary, built by the South Shore Line at a total cost of approximately $200,000 and recently opened to traffic.

The result of more than three years' planning and work, this structure has been called by Gary civic leaders one of the finest of its kind in the district. The story of its inception and building, told by Mr. W. A. Underwood, superintendent of ways and structures for the South Shore Line, follows:

Statement of Engineer

"The Industrial Highway, part of which is located in Gary, was built as an artery to shorten the route between Gary and Indiana Harbor, and consequently between Chicago and the east.

"The construction of this road was authorized by an ordinance passed by the City of Gary February 18, 1924, and as the proposed road was to cross under our track, the Chicago South Shore and South Bend Railroad was required by a resolution of the Gary Board of Public Works to prepare plans and estimates for a bridge to carry trains over it.

Temporary Trestle Built

"Plans for a temporary structure were approved on March 24, 1924, a month later the contract was let, and on July 12 work started.

"This temporary trestle was built by driving the piling for the bents down through the fill of the approach to an adjacent bridge and cutting trenches across the fill to put caps on the piling. When this was done the embankment was cut down on either side of the track and beams were placed to form the trestle. This work was all done at night when passenger trains were not being operated, with no interruption to passenger traffic whatsoever.

Steel, Concrete Construction

"After completion of this portion of the trestle, the city proceeded to make the necessary excavation for the road through the fill, during which time bracing of the trestle was done.

"Last year it was decided to go ahead with the permanent bridge.

"In April, this year, we started making the fill for the detour track and our contractor undertook work on the trestle. Within a month, traffic was being diverted to the detour, the original trestle was being wrecked, and excavation for the abutments had started. Filling for the change of grade which this new structure called for had been near enough completed so that the new tracks could be built across the bridge. On August 29 this year, the tracks and bridge were put in service."

APPRECIATIONS

WESTERN UNION TELEGRAM
South Bend

J. K. GRAY,
GENERAL SUPERINTENDENT,
MICHIGAN CITY, IND.
OUR ASSOCIATION DESIRES TO EXPRESS OUR SINCERE THANKS AND APPRECIATION FOR THE WONDERFUL TRIP AND OUTING GIVEN US TODAY OVER THE SOUTH SHORE LINE CHICAGO TO SOUTH BEND AND RETURN. ALL PRAISES FOR YOUR ROAD, GUEST EQUIPMENT, DINING SERVICE, COURTEOUS EMPLOYES AND YOUR SAFE SPEEDING TRANSPORTATION.
FREIGHT AGENTS' ASSOCIATION OF CHICAGO.

UNIVERSITY OF CHICAGO PRESS
5750 Ellis Avenue, Chicago, Ill.

Mr. J. K. Gray, General Superintendent,
Chicago South Shore and South Bend Railroad,
Michigan City, Indiana
Dear Mr. Gray:

May I express my appreciation of your letter of August 31, and the return of my overcoat, which arrived today, together with my appreciation of the thoughtfulness of the train crew and the efficiency of your Lost and Found Department.

Sincerely yours,
DONALD P. BEAN

RICHARD W. LUDWIG
7857 South Shore Drive, Chicago, Ill.

Gen'l Manager,
South Shore Lines,
Michigan City, Ind.
Dear Sir:

For several seasons we have commuted between Michigan City and Chicago from May 1st until late in October.

This year we have used the South Shore Line and have enjoyed and appreciated the service you have given us. We felt that the most outstanding evidence of this splendid service was the special train which awaited us when we arrived in Michigan City yesterday at 5:30 P. M., expecting to have to fight our way to a seat in the Chicago train.

We can't help but let you know how much we appreciated such efficient management.

Yours very truly,
R. W. LUDWIG

THE CASEMENT HARDWARE CO.
406 No. Wood Street, Chicago, Illinois

October 11, 1927.

Mr. J. T. Speed,
South Shore Railway,
Gary, Indiana.
Dear Sir:

I happened to take dinner on one of your diners for the first time last Saturday, October 8, and wanted to let you know how pleased I was with the character of the service.

I have traveled considerably on the main lines between Chicago and principal Eastern cities and do not recall recently having had so enjoyable a meal on any of them.

The food was excellent, the car perfectly clean and well ventilated and the steward, Mr. H. Bennett unusually intelligent and courteous. The waiters also, were well trained.

If this is a fair sample of your service on the South Shore, it is the best argument I have run into for moving out along that line.

Very truly yours,
THE CASEMENT HARDWARE CO.
C. E. Spencer, President.

THE SHOW SHOP
Old Colony Bldg.

General Passenger Agent,
Chicago, Ill.
Dear Sir:

I take this opportunity to thank you for the courtesy which you rendered through Mr. R. E. Jamieson to the young ladies who took part in the "Miss Indiana" contest at Gary, Indiana.

The public spirit displayed by the South Shore Lines during this event, went far towards making the "Miss Indiana" contest a great success and I am sure that all those who took part in the contest join me in offering you our most sincere thanks.

Yours very truly,
THE SHOW SHOP
By F. Herindeen

October Flowers in Dunes

Cardinal flower, hemp nettle, toad flax, asters, fringed gentian and sweet clover were discovered in Dunes Park the past month by A. B. Dickson, general secretary of the Gary Y. M. C. A.

Flower lovers and hikers in general have capitalized on the Indian Summer weather, and Tremont Station on the South Shore Line, the Gateway to the Dunes, was, during October, more than ever a populous place at train times, twice every hour.

East Chicago Plant Makes Stokers

IN East Chicago there is an industry whose workmen are sculptors in iron, whose product defeats the ancient law that man must make fire by the sweat of his brow—the Green Engineering Company.

From the heart of the earth its raw materials come: pig iron, coke, sand, steel, wood. The skill of the workmen, who in their turn come from the ends of the earth, blends and manipulates these raw materials into a machine almost human, a steel and iron fireman known as the "Green Natural Draft Stoker." And this machine, finished off and packed, is shipped to buyers who may live in Africa, Calcutta, Honolulu or East Chicago. For the International Combustion Engineering Corporation, which operates the Green Engineering Company, sends its products to all parts of the globe, and has offices and plants throughout Europe.

If pig iron could talk, and you happened to strike a talkative piece of it in one of the automatic stokers or other devices which the company puts out, its story would run something like this:

Pig Iron's Story

Shipped in by the ton, probably from some nearby Calumet district smelter which turned it out from Minnesota ore, the pig iron awaits the day when it must go to the cupola. There it is put in alternate layers with coke, which burns at white heat under the stimulus of a whirlwind draft, reducing the iron to the consistency of syrup. It seeps down through the coke to form a puddle ready to run out into the ladles.

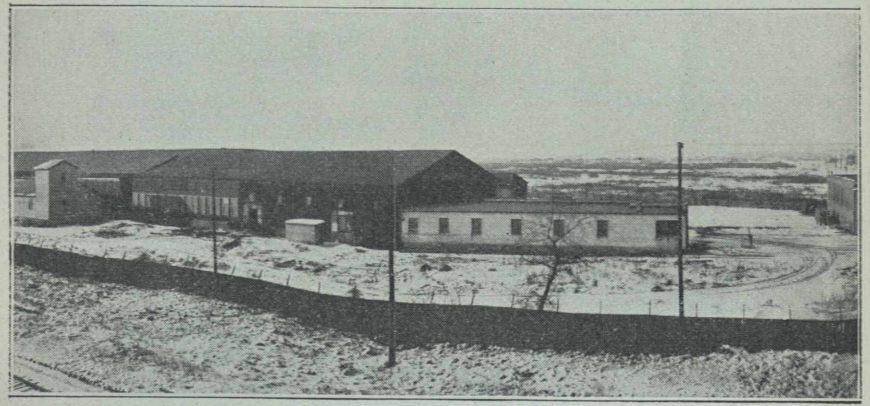
In the meanwhile, from the engineering headquarters in New York City, or from the home office engineering department, some one has an idea and puts it down in blue print. This blue print is the technical picture of a new or revised part for the Green stoker, let us say. The print goes to the pattern department of the plant. There, from a complicated chart of lines and figures, it is given complete form in wood. If the part is a wheel, for example, the pattern man makes a wheel out of wood which corresponds exactly to the specifications of the engineer who designed it, except that it is a little larger to allow for shrinkage of the casting.

Molding is Fine Work

Finished off and inspected, the pattern goes to the foundry, and it is there that the "sculpturing," fascinating to watch and profitable to understand, takes place.

A molder gets the pattern. If the part to be made is a complicated one, it goes to a bench molder, a hand artisan who must know his business beyond peradventure. If it is a simple part, there are machines which do the molding for him, and he simply needs turn a lever and let compressed air do the rest.

Everywhere in the molding department are huge piles of black sand, shipped in from Ohio, sand of a certain consistency good for this work. Mixed with a "bond," a clay which makes it set when heated, so that the iron can be poured into it without breakage or crumbling, this sand is what the molder works with to produce his mold. It is packed tightly about the pattern, but in such a way as to allow the pattern to be extricated after the sand is rammed. This is the part that requires the skill.

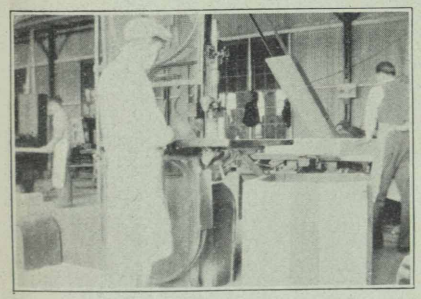


The 11-Acre Plant at East Chicago.

Pouring a Hot Job

The skin drying comes next, and then covering of the interior surfaces with a compound that prevents the sand from burning under the intense heat of the molten iron that goes into it. As an adjunct to molding, a separate department makes cores, which are set into the mold as independent units to make hollow places in the finished casting. To revert to the example of the wheel again, a core would have to be designed, patterned, and planted in the mold to make allowance for the hub. The molten iron, congealing around the core, would leave a place for the axle when the core was removed after casting.

As soon as the wooden patterns are removed and safely stored away for future use, the molds, some of them weighing tons, are ready for the pouring, and the pig iron plays its part.



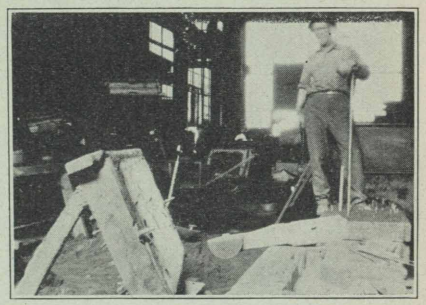
A Pattern Maker

The glowing liquid iron is drained off from the cupola into ladles holding anywhere from 50 lbs. to 10 tons. Riding on little flat cars about the plant, the white-hot fluid is brought to the molds and poured. Nobody gets any closer to the job than necessary, for twenty-four hours later on a large casting, after the casting has "cooled" and a crew is busy breaking out the sand from the cast iron part, you could fry eggs on it. Even the sand, which goes back into one of the many piles about the molding room, steams for days after it is used if you dig into it deeply enough. After the day force goes off duty, a night force comes on, and busies itself largely with shaking the sand out of castings and distributing it for the day molders.

How Stoker Operates

The rough casting is turned over to the machinists, who hold forth in a huge shop full of appliances half as big as houses. There are many rough edges where the iron has flowed into crannies in the mold, and these have to chipped or ground down to perfect smoothness. The assembling is done in the machine shop, and the packing and loading for shipment as well.

Although the Green Engineering Company does a general business in castings, any kind up to ten tons, its specialty is, of course, the Green Natural Draft Stoker. There is one of these clever devices in operation at the plant, firing a huge double boiler under the direction of but a single laborer. Without describing it in confusing detail, the mechanical stoker's method of operating may be explained by saying that it is an endless, perforated iron mat which moves under power, something like the moving part of a treadmill.



In the Molding Room

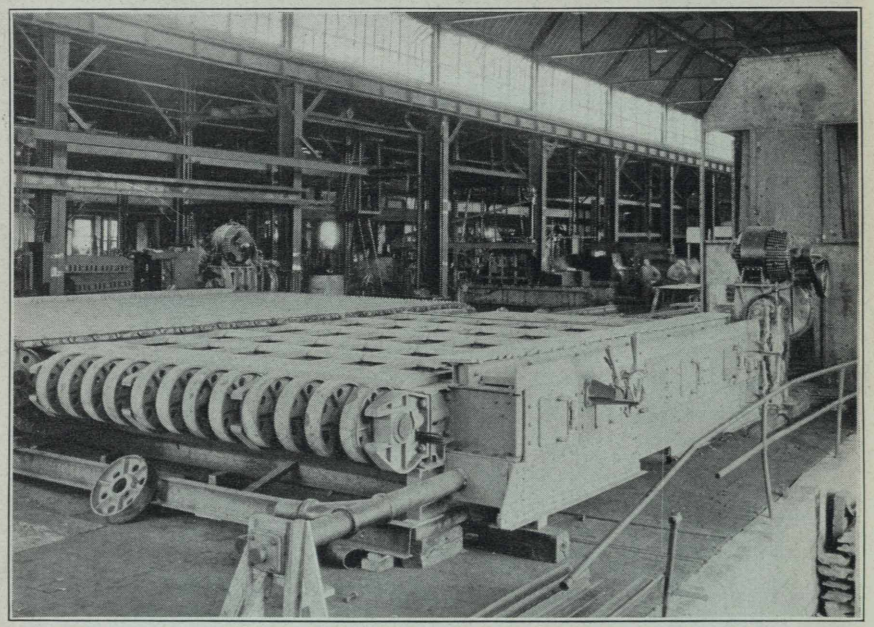
Coal is spread evenly along the surface of this mat through a chute which reaches across its entire width. This moving mat goes in one side of the furnace and out the other on a level, carrying the fine coal through the firebox at a barely perceptible speed, and returning underneath to pick up more coal on its ceaseless journey. As the mat enters the firebox, the coal on it is ignited with the aid of a draft, and timed to burn itself out by the time the mat crosses the firepit. The ashes are dumped off at the other end of the trip.

Employ 200 Men

The depth of the fire can be regulated by the amount of coal allowed to pass through the chute. The heat can be regulated by this and by the draft. All the human fireman has to do is to see that there is coal in the feed chute, and keep the machinery moving. The Green Stoker makes of firing something of a light occupation, compared with the old "shovel and rake" days.

One of the pioneer organizations of East Chicago, the Green Engineering company was founded in 1897 especially to manufacture this stoker.

About 200 men are employed in the foundry, machine shop and pattern shop. The buildings comprise three separate structures, in addition to the office building and restaurant. When taken over by the International Combustion Engineering Corporation in 1922, its capitalization was $1,000,000. Besides its automatic stoker, the plant output includes burners and dryers for the Lopulco System



A Stoker on the Assembling Floor.

of pulverized firing, structural fabrication for air pre-heaters, forced-draft and self-contained stokers, combustion arches, coal and ash hoppers and conveyors. At present the Green plant is fabricating the equipment for low temperature carbonization process of coal in pulverized form, which will recover practically all the by-products wasted now in coal combustion.

Official Roster Given

The monthly consumption of coke is about 200,000 pounds, burned in the cupola. Each month about 300 tons of pig iron are used, about 30 tons of molding sand, 50 tons of core sand, obtained from the Dunes, and more than 100 tons of purchased scrap iron. The factory output is about twenty-five tons of castings a day.

The executive personnel of the Green Engineering Company includes:

L. W. Klein, Vice-President and General Manager.
F. S. Luney, Chief Engineer.
I. B. Swigart, Secretary.
H. D. Reed, Production Manager.
L. E. Gardner, Traffic Manager.
O. C. Speichert, Machine Shop Superintendent.
A. E. Johnson, Foundry Superintendent.

The company's patrons are public utilities, railroads, automobile factories, and most of the larger industries along other lines.

Stock Show Nov. 26; Lowered Rate Offered

(Continued from Page 1)

year for inspection by visitors. Boys' and girls' clubs will have delegates here for their National Congress, the pick of the farm youth of America.

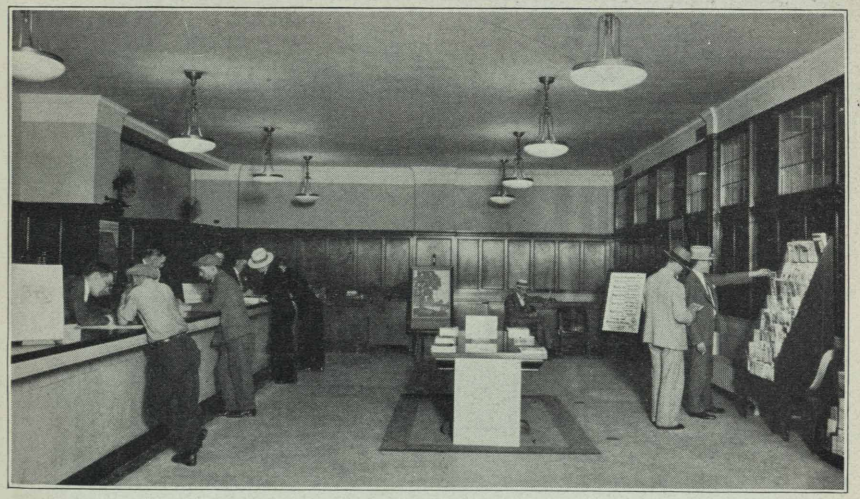
The South Shore Line will have a special rate in effect for the Show—fare and one-half round trip from all agency stations (where there is a South Shore Line agent), Tremont and east of Tremont only. Tickets will be on sale November 24-30 inclusive, with final return limit December 6.

South Shore Line trains and their connections are particularly convenient means of reaching the Stock Yards. Patrons may leave their incoming train at 63rd St., I. C. Suburban Station, walk a half block west on 63rd St., to Dorchester, and take a Rapid Transit (elevated) train to Indiana Ave., where a transfer "over the bridge" brings them to the Stockyards train.

Wrong Number

The tired business man came home exhausted after a long hard day at the office. The family gathered for dinner. The tired business man bowed his head to ask the blessing and all was quiet.

"This is Mr. Jones speaking," he began.
—*Victoria Buzzer.*



The New Own Your Own Home Bureau at 72 West Adams St., Chicago.

DO YOU HOPE TO OWN A HOME? HERE'S A HELP!

(Continued from Page 1)

utes, the climate, character of people, schools, churches and utilities are important factors.

"Properly financing the purchase or construction of a home is very important. Almost every one knows that practically all homes are built or purchased on borrowed money, but few realize how easy the requirements are for those who show a sincere desire to own a home.

"Proper planning and designing of a home presents problems which call for authoritative information so that the home will be constructed on correct architectural lines. Also the equipment and built-in features of the home—many of them labor-saving devices, making the home more enjoyable—are of prime importance. Generally it is more economical to make these features part of the original plan than add them after the home is built.

Bureau Is Free to All

"The Own Your Own Home Bureau offers the person inexperienced in home building impartial free information on all the important features of purchasing or constructing a home. It is a clearing house where all problems are treated from a distinterested standpoint, with the welfare of the prospective home owner primarily in view."

Football Rates Greet Month

(Continued from Page 1)

and his mighty men come down to meet the Irish, special trains will leave Randolph St. (I. C.) at 10 A. M. the day of the game, due to arrive in South Bend at 12:30 P. M. Street cars passing the South Shore Line station in South Bend go directly to Notre Dame and Cartier Field, affording plenty of time for the finding of seats.

Midnight Train for Stayovers

The special trains will be operated in addition to the regular limited trains which leave Randolph St. every hour on the hour. The round-trip rate will apply on both the specials and the regular trains up to noon November 5, good returning on all trains up to and including the fast midnight train out of South Bend the same day. As a special service, the 11 A. M. train out of Randolph St. will carry a diner, and the 6 P. M. train from South Bend likewise, in addition to the regular diner leaving South Bend at 5 P. M. The regular 10 A. M. eastbound limited will have a parlor-observation car, which is available at 50c a passenger extra. Both eastbound and westbound trains, including the specials, will stop at Van Buren St., Central Station (Roosevelt Road), 53rd St., 63rd St., and Kensington I. C. stations, as well as the Randolph St. terminal.

Big Game November 26

For the Notre Dame-Southern California game November 26 in Soldier Field Stadium, one of the great intersectional contests of the year, the same special rate as the foregoing, $3.65 from South Bend to Chicago and return, with similar limits, will apply. South Shore Line trains will stop at Central Station, convenient to the Stadium gates.

BUY TWO MORE ELECTRIC ENGINES; COST $112,000

Freight service on the South Shore Line is to be augmented by two 80-ton electric locomotives, which have been ordered and are to be delivered next Spring.

This addition will provide eight locomotives in active service on the road. The two new ones are to be duplicates of the first four installed, and are to be built by the Baldwin Locomotive Works and equipped by the Westinghouse Electric and Manufacturing company. They will have a capacity of 1,280 horsepower each, and cost about $56,000 apiece, a small fortune together.

New Cabooses Coming

Maintenance of the fast running time and overnight service of the company between Chicago and South Bend, coupled with a rapidly growing carload and LCL business from all parts of the country has made the purchase of these locomotives necessary.

At the same time announcement was made of the purchase of four new cabooses, which are to be built by the American Car and Foundry company and installed in service as soon as completed.

Public to Get Facts Behind Federal Move on Utilities

Faced with the prospect that the government may go into the public utilities business, as well as a possible senatorial investigation of the industry, the American public is to be given a complete review of the facts behind such proposals, by the Joint Committee of National Utility associations.

The proposed Boulder Canyon development, it is said, while purporting to be a flood control project, is in reality likely to be a government-operated electric power plant. This is in direct opposition to the principle that the public utilities, founded and built up by private initiative and now owned largely by individual investors, are essentially a field for private enterprise.

The Committee's Brief

"We intend to give the public the facts about the utilities," the Committee's statement says. "We shall try to demonstrate that the entry of government into this field is politically unwise, economically unsound and competitively unfair.

"This we shall do not wholly from the selfish standpoint, but because it is the obligation of every citizen to fight the spread of theories which, if adopted, would subvert the foundation upon which our national progress has been erected.

"The utility industry is distinctly and distinctively American in its development and the measure of its efficency. In the interest of the public it should be kept so."

The Current Poster

MOONLIGHT in DUNELAND
by SOUTH SHORE LINE
Fast limited trains operated electrically from Chicago to South Bend, Ind. leaving Illinois Central Randolph St. Station and stopping at Van Buren, Roosevelt Road, 53rd St., 63rd St., and Kensington
Electrified All The Way
Dining Cars–Parlor Cars

"Moonlight in Duneland," the poster of the month reproduced in black and white above, brings out the soft, fascinating colors that surround this strange wonderland along the South Shore line after night-fall in Autumn. Leslie Ragan, Chicago artist, painted it.

Campfires, the cheery night signs of that army of hikers who invade the Dunes this time of the year, seem to lend a special enchantment under the full moon.

The dune is a moon
Where shy sea-birds hover.
A soft, silver moon,
And the wind is her lover.
He touches her gently
And sighs, for it seems
One cannot awaken
A dune from her dreams.

JENKINS, JR.

In "Pillar to Post"—*Chicago Evening Post.*

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th Shore Lines

ly for Patrons of the Chicago South Shore and South Bend Railroad
DECEMBER, 1927 No. 2

New South Bend Station Ready Soon

A NEW passenger station at South Bend more than three times as large as the present station, for both South Shore Line and Shore Line Motor Coach passengers, is now in process of reconstruction, and is to be completed before the end of the holidays.

The program of rehabilitation calls for taking over the entire main floor of the old Masonic Temple building at Michigan street and La Salle avenue, 85 by 65 feet. Although the present terminal was remodeled less than two years ago, it has become necessary to provide larger terminal facilities because of the rapid growth of business out of South Bend, both train and coach. Installation of the Golden Arrow non-stop coach service to and from Detroit, Mich., with its consequent transfer of passengers to South Shore Line trains at South Bend, has been a contributing factor also.

Interior Described

In the new floor area, a waiting room 65 by 50 feet, an Outing and Recreation Bureau branch office, a ticket booth, a fountain concession, women's rest room, men's smoking room and telephone facilities are to be located.

Remodeling plans call for an interior much like that of the new South Shore Line and Shore Line station at Michigan City. The woodwork inside will be in weathered green oak, including the ample waiting-room seats; wainscoting seven feet high and divided to represent stone will surround the walls. The walls above the wainscoting and the ceiling are to be ivory; the floor and base com-

(Continued on Page 2)

WINTER'S PROGRAM IS FULL OF GALA EVENTS

The official entrance of winter on the calendars of South Shore Line territory brings with it a varied program of interesting events, pre-eminent among them Chicago Civic Opera, hockey and outdoor winter sports.

Brilliant things are promised patrons of the Chicago Civic Opera during the month of December and leading up to the gala New Year's Eve bill.

The return of that great dynamic force in opera, Mary Garden, will be made doubly notable by the revival of several of her most famous vehicles. "Monna Vanna," in which she has not sung for at least five years, has been chosen for the first bill the evening of Tuesday, Dec. 6. With her will be heard Fernand Ansseau, the celebrated Belgian tenor, and Vanni-Marcoux, both of whom will be greeted by their first audiences of the season on this occasion.

Appears in "Sapho"

Miss Garden's repertoire will have other features of surpassing interest during December. She is to be heard in "Louise," also a revival, and another of her most characteristic

(Continued on Page 6)

The Holidays Come

Never may the charm of the Holidays fail us! Whether in the remembered radiance of that mystic night in old Judea, in the merry Santa Claus visitation or the glow and cheer of the family gathering, may Christmastide always be the beloved among all seasons.

To the readers of SOUTH SHORE LINES, in this last issue before the Holidays, Merry Christmas! As you used to hear it given in the happy days when Santa slid down the chimney and there were reindeer tracks all over the roof, SOUTH SHORE LINES gives you again, with best wishes, Merry, Merry Christmas!

LUMBER FIRM TO BUILD NEAR SOUTH SHORE LINE

Another industry has chosen as a site for its new Chicago District plant the territory along the South Shore Line.

The Frey Brothers' Lumber Company, whose home location is Battle Creek, Michigan, will build a lumber supply yard and subsequently a saw mill at 10th and Sheridan streets, Michigan City, to be served by side tracks from the South Shore Line. The concern proposes to do a general lumber business there, receiving shipments from the big fields and sawing both locally and from shipments.

The new site is 300 by 390 feet. Grading is about to be started, and on its completion building will begin, according to the owners. Two sheds and three auxiliary buildings will go up this winter, the sheds to be 100 feet long, and the other structures 16 by 24, in addition to an office building. Next fall, if present plans mature, a large sawmill will be erected and production begun. The Frey Brothers' Lumber Company makes the seventh concern to elect South Shore Line territory for a new building site, served by side tracks from the main line.

NEW STATION AT SOUTH BEND TO BE READY SOON

(Continued from Page 1)

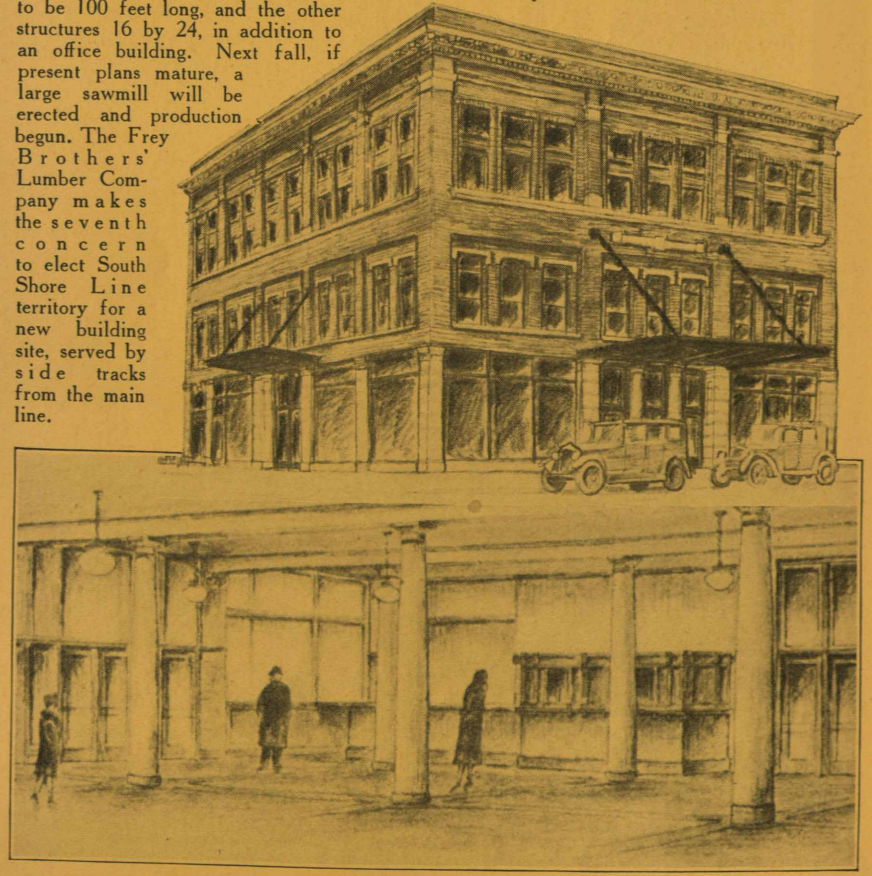
position will be of red body with green border.

Ready by Holidays

In heating, radiators are to be supplanted by a forced air unit heating system. In addition to comfort and beauty, emphasis will be laid on spaciousness.

There will be two entrances, one each on Michigan and LaSalle. The face brick exterior of the building is to be sand blasted and all outside wood surfaces and framing will be painted. A sidewalk elevator will be installed for transferring baggage to the new baggage room, which will be in the basement.

The new terminal probably will be opened to the public before the New Year.



The New South Bend Station Outside and In

"Irish Day" on the South Shore Line

Notre Dame Team and Its Special South Shore Line Train

IN THE wake of its famous football team, virtually all Notre Dame University poured into Chicago November 26 over the South Shore Line to see the conquest of Southern California in Soldier Field Stadium.

The team, under Knute Rockne's wing, came down on an afternoon South Shore Line train November 25, a sizable delegation in itself.

Swelled by a large citizen contingent from South Bend and other points on the South Shore, the total number of passengers carried on that famous Saturday exceeded 14,000, probably a new South Shore Line record.

Half Hour Service

Beginning at 6:30 A. M., long South Shore Line trains rolled out of the South Bend terminal, Michigan street and LaSalle avenue, every half hour until 11 A. M., bound for the Stadium. After the game, half hour return service with the regular hourly service, "every hour on the hour," brought the fans home again. The fast midnight limited train to South Bend carried a large delegation.

In addition to regular dining cars at 7 A. M., noon and 5 P. M., extra service, leaving South Bend at 10:30 A. M., took care of those late starters who would have had no time to spare after arrival in finding their stadium seats. Another extra diner left Chicago at 6 P. M. to accommodate the hungry ones who wanted a leisurely, well-appointed dinner after the exercise and excitement of the game. Parlor cars, both regular and special, afforded the luxurious touch.

South Shore Line parlor cars, new and luxurious, are on 10 A. M. and 3 P. M. trains out of both Chicago and South Bend —only 50c extra charge.

Many South Shore Line Patrons See Stock Show

The South Shore Line carried its full share of visitors to the 28th International Livestock Show in the Stock Yards Pavilion over the closing days of November.

The effect of the special rate offered from points on its line Tremont, Ind., and east, apparently was to bring many newcomers to the great exposition this year. Fare and one-half round trip was the rate, with tickets on sale from November 24, two days before the official opening of the show, to November 30. Ticket holders had the privilege of staying over as late as December 6 if they wished.

South Shore Line passengers found the means of reaching the Pavilion particularly convenient, once they were in Chicago. Trainmen were ready to direct them from the train at 63rd Street to the Rapid Transit station a half block away, where they found connecting trains for the Stock Yards "L."

Make Chicago Accessible

Through this and the downtown Rapid Transit connections (Van Buren Street and Randolph Street stations—ask your conductor) South Shore Line patrons are afforded access to almost every part of Chicago. Trainmen are well informed on data of this kind, and are glad and able to direct passengers courteously and accurately.

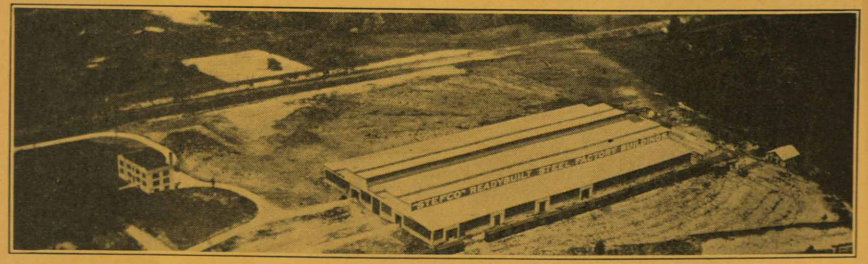
If the trip is a through one north or west of Chicago, the same connections can be used to reach the North Shore Line or Chicago Aurora & Elgin.

Stefco Makes Buildings of Steel

STEEL has a way of reaching out for new fields to conquer. Once the metal of warriors, it grew to be the great fundamental of the machinist; then the machines which it made worked with it to produce a thousand other uses.

Now comes the Stefco Steel Company, whose offices and plant are across lots from Michigan City shops of the South Shore Line, fabricating buildings of steel: factory structures, garages, airplane hangars, or what have you.

The Stefco plant, seen easily from your train, utilizes steel almost exclusively. In its finished product there is glass for the windows, and a lining of wood for the doors. Otherwise all is of "the one right metal."



Large Stocks Kept

Inside the huge plant building, bright with its hundreds of windows and airy through its force-ventilation system, is the whole story of a modern steel building. The raw materials come in as long, wide plates of galvanized, corrugated sheet steel, as angles, channels or I-beams. The progress of work takes two paths: down one side of the building go the beams and plates, the structural units, while down the other go the sheeting and the doors. At the end, when the assembling is finished, there are rows of immense construction groups, side wall sections with steel window frames set in ready for the glazier, end spans, doors. Such extensive stocks must be kept on hand to meet the short time demand with which the business is familiar, for it is one of Stefco's proud and legitimate boasts that it can give you a building ready to erect by the time you have finished your foundation.

Heater to Catcher to "Bucker"

Powerful punches and shears drill and cut the beams according to pattern. Then they are dipped in a long trough filled with red rust-resisting paint and set above it to dry. The gussets, flat and thick and of a particularly tough kind of steel, are cut and punched likewise to make the rigid joints needed in this kind of building. Then both are brought together at the riveters' corner.

Stefco heats its rivets and hammers them by electricity and compressed air. It may be noted that the entire plant is electrically operated. The rivet-heater takes the rivets one by one with a pair of pliers as they come to incandescence and tosses them ten feet away to a catcher who deftly picks them out of the air with a metal funnel. The catcher slips them into the matched holes of beam and gusset, the "bucker" bucks the blind side and the riveter turns loose his high-compression automatic hammer. Ten seconds more, and you couldn't pry the two pieces apart with crowbar.

Spotweld is Stout

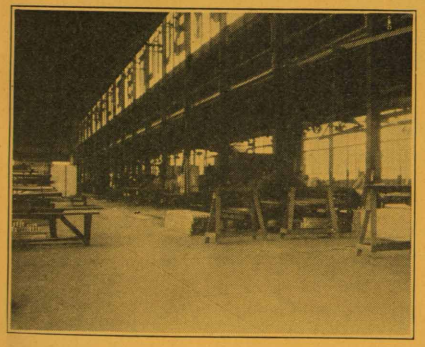
On the corrugated-sheet side of the plant, soft copper rivets are used, and hammered cold. On the roof parts, where it is considered unwise to put through rivets, "spot welding" is used, and here again electricity adds the magic touch. The welders need but to bring two copper points of the welding machine together, one on the metal strip and the other on the roof sheet, and the two pieces become as one, fused. Two strong men can not pull the two apart, yet the weld is effected only in the one spot between the two contact points of the machine. It takes considerable skill to do this work, however, and the men in the Stefco plant are experts.

The galvanizing of the sheet steel, done before Stefco gets it, together with the painting of structural parts, makes the Stefco steel building wholly rustproof.

(Continued on Page 5)

Building in Alaska

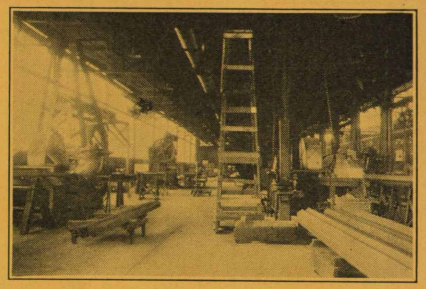
"So long as zinc is in contact with iron," your engineer will explain, "the iron will be protected, but at the expense of the zinc. (Galvanizing means, of course, covering with zinc.) This is due to the fact that anything that will attack both zinc and iron will first affect the zinc. When it is exposed to moisture, either as rain or in the air, it forms a



In the Roof Alley

chemical compound, a mixture of zinc carbonate and zinc oxide that is insoluble in water. This thin protective film is what dulls the sheet and detracts from its brightness and beauty. This original film cannot, however, withstand the erosive effects of wind and rain permanently, but as it is washed and worn away a new film automatically replaces it."

In virtually all parts of the country nowadays Stefco buildings can be seen going up. Even in Alaska they are known. Recently one of the Stefco erection supervisors, Charles E. Armstrong, put up an immense salmon cannery for the Great Atlantic and



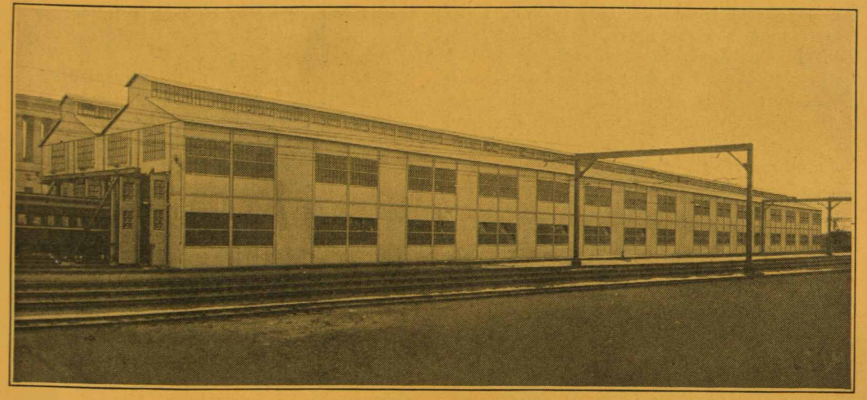
Punch Room

Pacific company in the "Land of the Midnight Sun," on Bristol Bay. With untrained help Mr. Armstrong succeeded in making this group of buildings ready for occupancy in 15 days. The Stefco company maintains a corps of experts of this sort. The buildings are so simply designed, however, so completely assembled and plainly marked before leaving the plant, that they can be put up by anyone who can read blue prints.

Easy to Erect

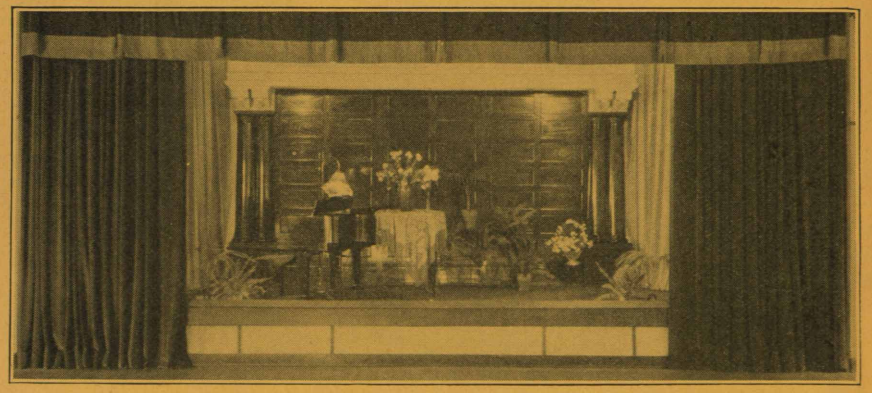
The primary advantage of this type of building probably is economy. There is no architectural cost, no engineering, no building material complications. In the weeks or months it takes to construct a building of other materials, the Stefco building can be in use after a few days' construction time. There are in addition to these factors the advantages of being readily movable, totally fireproof, exceptionally strong (tornadoes and hurricanes have tried their strength on them without avail), attractive and neat. Easy to erect, easy to heat, adaptable to almost any design you may have in mind, durable and inexpensive, they leave little to be desired in quick, efficient construction.

Once again steel wins.



A Stefco-Built Car Shed

New Little Theatre at South Bend



Through the ingenuity of Mrs. Olive Maine, who conducts the Olive Maine School of Opera, South Bend has a new Little Theater.

The third floor of the South Shore Line station building at Michigan and LaSalle, which is now being rebuilt to make a new and enlarged passenger station, has been taken over by Mrs. Maine and refitted with a stage, dressing rooms, and an auditorium capable of seating 350 persons.

Winter's Program Is Full of Gala Events

(Continued from Page 1)

roles, the title part of Massenet's "Le Jongleur de Notre Dame." Miss Garden will give her first Chicago appearance in the title role of Massenet's "Sapho," when that opera is revived by the company in December. "Carmen" also will be sung in Miss Garden's cycle.

Tito Schipa's presence will make possible performances of Donizetti's "Linda di Chamounix." This delightful work, in which he is to sing with Toti Dal Monte, Luigi Montesanto, Vittorio Trevisan, Virgilio Lazzari, Lorna Doone Jackson and others, will be revived at the Saturday matinee of Dec. 3. "Lohengrin" will afford the brilliant young American soprano, Leone Kruse, a second Wagnerian role, the first being her debut in "Tannhauser."

New Year's Eve

Mozart's "Don Giovanni," will be sung in December. The sensational success this work won as a New Year's Eve event in 1926 has caused eager surmise as to what might be offered this year to equal it in effectiveness. Saturday evening, Dec. 31, one of the most famous of all operettas, and a work of such beauty that it is peculiarly fitted for presentation upon a grand opera stage, Johann Strauss' immortal work, "Die Fledermaus," or "The Bat," is listed. It is to be sung in an English translation, sumptuously mounted, with ballet and a large cast of brilliant artists drawn from the English speaking section of the grand opera personnel.

The Auditorium Theatre, where opera is presented, is immediately accessible from South Shore Line trains at Van Buren Street. Cross under to the west side of Michigan Boulevard and walk south one block. The fast midnight train to South Bend and points along the way provides convenient return service.

Snow Brings Sports

The Black Hawks, Chicago's national league hockey team, already under way with its schedule, will play the following Chicago games in December:

Sat. Dec. 3 New York (Rangers)
Wed. Dec. 7 New York (Americans)
Sat. Dec. 10 Boston (Bruins)
Wed. Dec. 14 Toronto (St. Pats)
Wed. Dec. 28 Montreal (Maroons)
Mon. Jan. 2 Toronto (St. Pats)

All home games are played at the Coliseum, 1513 S. Wabash Ave. Leave South Line train at Roosevelt Road, walk west one block beyond Michigan and south three.

Duckhunting, permissible under Indiana's license law up to January 15, and rabbit hunting up to January 10, goes merrily on among the sloughs and swales of the Dunes country along the South Shore Line. Hunters who know the Dunes are the ones who bring home the game.

APPRECIATIONS

FREIGHT AGENTS' ASSOCIATION OF SOUTH CHICAGO

Mr. J. K. Gray,
Dear Sir:—

At the regular monthly meeting of our Association, by resolution duly passed, the undersigned was instructed to convey to you the sincere thanks of our membership for the splendid outing given our Association on Friday.

It was a wonderful trip and greatly enjoyed by every member and guest. You and your management are to be congratulated on having developed a line and with it a service that ranks with the steam roads in the Chicago area as to community approval, and as to speed, the air service is only a few jumps ahead of you.

Coming along Dunes Highway we witnessed a very interesting demonstration of the three (3) epochs in the age of speed—

Automobile
Electric Car
Airplane

The latter won the race by a neck.

Very truly yours,
(Signed) C. A. TICE,
Secretary.

PEOPLES STOCK YARDS STATE BANK

Mr. Wm. Petersen, Traffic Mgr.,
Dear Mr. Petersen:

I want to take this occasion to thank you for the arrangements made all along the line for the care of our bank party last Thursday afternoon at Michigan City. We again found, as we did last year, every one courteous and attentive and anxious to please us in every way possible.

Yours very truly,
H. C. LAYCOCK, President.

THE UNIVERSITY OF CHICAGO

Mr. Dwight G. Wood,
Dear Mr. Wood:

The trip was a great success, much of which is due to your efficient service. I am pleased to say that this was by far the most satisfactory trip I have ever had to Warren's Woods and when I am ready to take another class I'll surely go via "South Shore Line."

May I take this opportunity to thank you for your kindness and courtesy in the matter.

Sincerely yours,
O. D. FRANK,
Instructor.

Hurry Back, Summer!

"The Dunes at Waverly"—water-color by C. Beisel

The Current Poster

Season's Greetings
SOUTH SHORE LINE
Fast Limited trains operated electrically from Chicago to South Bend, Ind. leaving Illinois Central Randolph St. Station and stopping at Van Buren, Roosevelt Rd., 53rd., 63rd., and Kensington.

The Spirit of Christmas in its original significance, "Peace on Earth, Good Will to Men," is the theme of the Holidays poster, on display during December in South Shore Line and Chicago Rapid Transit stations.

THE DUNES—SUNSET.

Scylla and Charybdis,
A minotaur uncowed,
A troupe of prancing horsemen
Beplumed with scarlet cloud,
St. George, an orange dragon,
A damsel in samite
Ride cross the fleecy heavens
As Apollo flees the night.

Shadows creep from the hillsides
Down to the murmuring shore
Marshaling dusky legions
As night flings wide her door
While pines like sable sentinels
Stand guard on every dune
And twilight brings a serenade
From the sedgy black lagoon.

Le Mousquetaire.

—In "A Line-o-type or Two", *Chicago Tribune.*

COMPLETE FILM SERVICE BEING FITTED FOR PUBLIC

The South Shore Line motion picture library and free lecture service, which has been undergoing a complete revision and editing, will soon be ready for use by the public.

The service, available without charge to any individual or organization that wishes it, will include the furnishing of a trained speaker and operator, projector, screen and a representative selection of films telling the story of cities, outing possibilities and industries along the South Shore Line. The films at present are classified under these heads:

Chicago, the Metropolis of the Midwest (2 reels).

Gary, the Steel City.

Michigan City, the Summer Resort Capital of Indiana.

South Bend, in the Beautiful St. Joseph Valley.

Vacationland along the South Shore Line.

Other films of this sort are now being planned.

The South Shore Line also can make arrangements to procure any of a large list of educational motion picture films depicting famous historical episodes in American history, such as "Columbus," "Jamestown," "Pilgrims," "Declaration of Independence," "Daniel Boone," "Dixie" and the like.

Two stereopticon films, furnished with the same accompanying service as the motion picture, are available: "Our Silent Guardians," describing the operation of South Shore Line automatic block signals, a non-technical and interesting discussion; "Riding on Lightning," a description of the electrical equipment of South Shore Line cars, also presented so as to be readily understandable by the layman. These lectures have been given a number of times before lay organizations and have met with universal favor. In addition to these, a wide range of stereopticon films covering subjects of general news interest, may be obtained through the South Shore Line.

In order to obtain a booking, write or call the Public Speakers' Bureau, South Shore Line General Office, Michigan City, Ind. Prompt acknowledgement will be made of all requests.

No Comment

The crossing gates were falling fast
But he "stepped on it" and rushed past.
A crash—he died without a sound.
They opened up his head and found
Excelsior!